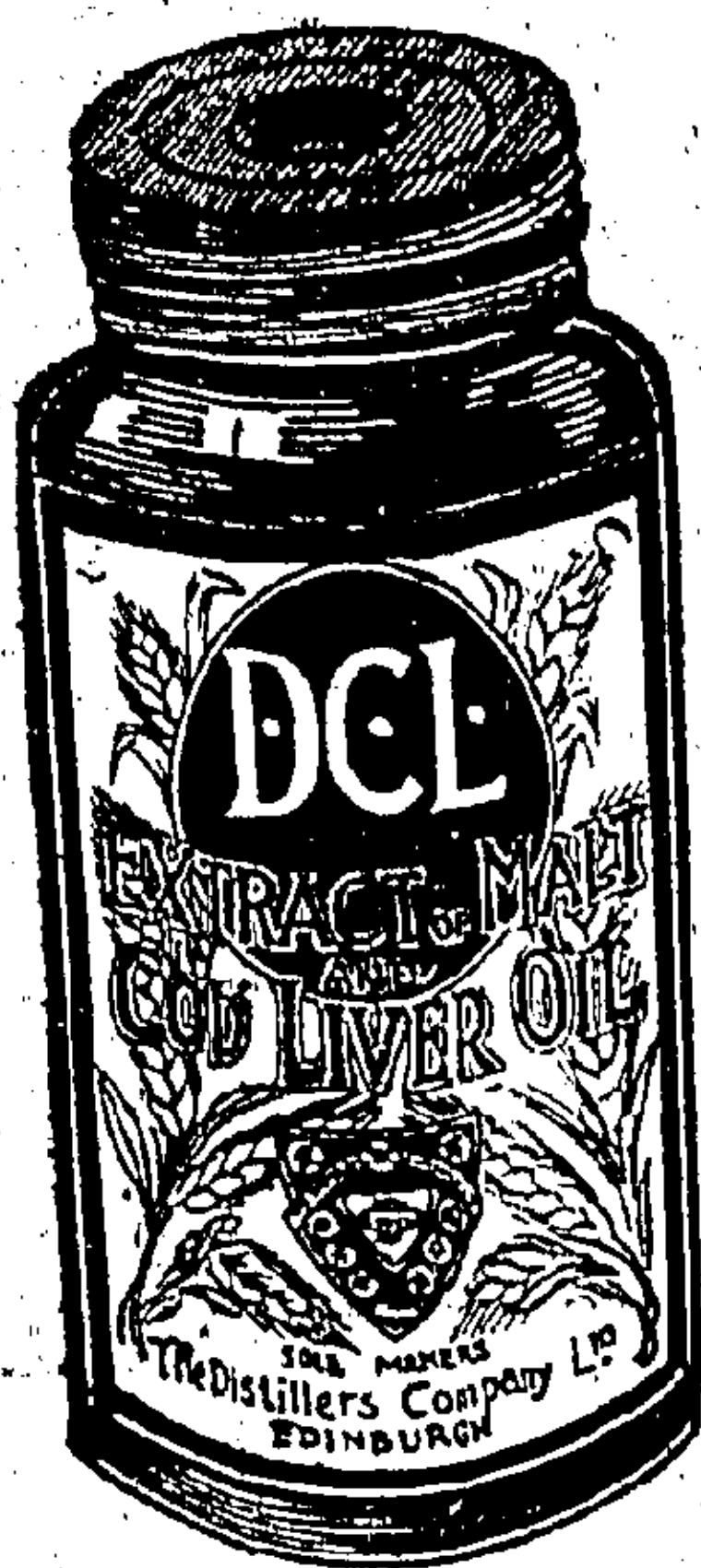


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MEDICAL HISTORY.

"THE LANCET" CENTENARY

Throughout its record of 100 years, *The Lancet* may claim to have worthily recorded medical accomplishment and reflected medical opinion. No greater tribute could have been paid to the service it has rendered in the whole range of medicine than the gathering of distinguished men who attended the dinner given in celebration of the journal's centenary, by the medical profession at the Hotel Victoria on November 29th, at which every branch of science related to medicine was represented, the guests numbering 400. Sir Donald MacLister (President of the General Medical Council) occupied the chair.

LAW AND INSANITY.

Lord Hewart, in proposing "The Profession of Medicine," referred to a matter which had recently come before the public and was, he said, likely, in a different form, and at no very distant time, to come before the public again. It was often said that upon the difficult question of insanity, as it was understood by the law, there was a serious conflict between the view of the lawyer and the view of the physician. He expressed no opinion on the matter, but a committee of lawyers had inquired into the matter, and, as he understood the report of that committee, among other things there was a recommendation for something which, if it were adopted, would amount to a wide extension of the criminal law. At present if a person were to be held not responsible for a crime upon the ground of insanity he must fulfil one of two tests—he must satisfy one of two conditions. Either, by reason of infirmity of mind due to disease of the mind, he must not know that what he was doing was wrong, or he must not know what he was doing at all. That was the ancient maxim of English law, to be found, for example, in the answers of the judges to the questions asked of them in the Macnaghten case.

Medical science, as he understood, was not satisfied with those two alternatives. It suggested at least a third—namely, that a man might know what he was doing and that what he was doing was wrong, and yet, by reason of disease of the mind, might be uncontrollably impelled to commit that act. And it was that third alternative, to be found long ago in a note to Fitz-James Stephens's "History of the Criminal Law," which he gathered, was now recommended by the committee, upon the advice of eminent mental specialists. He expressed no opinion, but one thing was clear—if that were to be the law he did not suggest that they would launch upon a sea which had no shore, but, at any rate, they would be launching upon a sea of which the shores were far more widely separated than were the shores which they had hitherto, as lawyers, known. Referring, in conclusion, to the object of their gathering, he remarked that in *The Lancet* the medical profession and the public had a periodical of distinction, wisdom, and public spirit. (Hear, hear.)

ERA OF RESEARCH.

Sir Humphry Rolleston, in responding, said their thoughts at that unique anniversary were naturally directed to the century of medicine which *The Lancet* had chronicled so faithfully, and, indeed, at times painted in somewhat dramatic colours, thus exerting an influence at various times stimulating, or wholesomely wise. During that eventful period—by far the most momentous in medical history—the picture had completely changed; the science of medicine had been revolutionised; the art had made giant strides. The last hundred years had seen the rise and results of laboratory research in medicine.

The present century was the era of research into functional disorder, of biochemistry, of the further stage of physiological chemistry, of chemotherapy, and of comparative medicine and pathology. A remarkable feature of quite recent years, dating mainly from the war and after, was the increasing share that the Government was taking in the prevention and control of disease.

In the past British Science and medicine had been much indebted to independent individual effort, but with the increasing specialisation of knowledge combined effort or team-work was becoming more general, both in research and in clinical practice. In the case of research this did not mean that the influence of the individual genius would be dwarfed, but rather that side-assaies and details would be worked out in due proportion. What the future might bring forth in the way of State service and State-run hospitals remained to be seen, and though this consummation did not appear to be devoutly wished for, it should be considered with an open mind. Research had largely taken the form of the application of methods in the allied sciences, such as chemistry and physics, to clinical medicine, and by these means, and by the great advance in preventive medicine, knowledge and control had been gained to a greater extent over the external forces of nature acting on the body than over the methods of reaction of the human body to external influences; the early stages of disease still remained a problem for extensive investigation, as Sir James Mackenzie had so often insisted.

But what of the future? While congratulating themselves that they were not as the early Victorians, ought they not to reflect that they were only just looking out on the promised land of health and were far from a position to rest complacently on their oars? (Cheers.)

Sir John Bland-Sutton, who also responded, said he was going to talk about sugar. Looked at from whatever point of view, sugar was a very remarkable substance. By the production of cane sugar immense fortunes had been made, and much misery had been caused to the natives of the West Indies. But human sugar, had been a source of misery to hundreds of thousands of patients, a source of profit to physicians. (Laughter.) It had often been a source of dis-

may to surgeons, and the profession had been surprised to learn that the pancreas was a sugar-making gland. If he were speaking in the House of Commons, he thought he would be right in saying with emphasis: "Gentlemen, I can assure you that the discovery of insulin has raised the cost of human sugar to the producer." (Laughter.)

It was the duty of the physicians to set to work to find some synthetic substance—coal-tar, perhaps—to find a drug which could be obtained and made as easily purchasable and easy to take as aspirin, and then they would be conferring a wonderful advantage on diabetics.

Sir Berkeley Moynihan, proposing the toast of *The Lancet*, said that journal had been the good friend of every member of the profession, and had upheld every interest of the profession. It had inspired their leaders and guided and embodied their opinions; it had helped and interpreted for them their duty to the cause they served, to the public, to their professional brethren, and to themselves. And that it had done without fuss, clamour, or fear, upon every issue—strong, where strength was needed, but at all times persuasive, rather than compelling, and always free from the taint of suspicion and unworthy motive. (Cheers.)

A HUNDRED YEARS AGO.

The methods of *The Lancet* were not always so gentle. (Hear, hear.) A hundred years ago their profession was the victim of many abuses, most of them committed by members within its own ranks. In those days, the profession suffered from the vexatious and intolerable influence and the shameful practice of nepotism—harsh or unjust ordinances of governing bodies and the despotic methods of teachers and examiners. The profession, students and practitioners alike, were under submission, even under subjection. In that age of unrest, when man has ceased to reverence authority *The Lancet* was started, and Mr. Thomas Wakley, its founder, lost no opportunity of attacking the existing abuses. Looking back, they had to acknowledge that Wakley's contentions were almost always right. He fought against selfish interests, deeply entrenched, interests disdainful and neglectful of the rights of others. *The Lancet* was noted for its integrity of thought, sobriety of judgment, and admirable lucidity of expression.

Viscount Burnham, on behalf of the Newspaper Press of this country, said he joined in toasting the famous journal the centenary of which they were celebrating. They were all equally proud of that high tradition, founded on patriotic motives and technical efficiency, which had made *The Lancet* what it was—the gospel and literally the good tidings of rational health. (Hear, hear.) They exulted in the spirit of independence it had shown, which had never brooked control, in the fullness of its knowledge, which was only bounded by the scientific attainments of its contributors, and by its love of truth, which was based on the maxim that "truth is the basis of all excellence." (Hear, hear.) The circulation of such of the technical Press as was represented by *The Lancet* was world-wide. (Cheers.)

The world cared to know little of its greatest men, but if they had any sense of the reality of things they must recognise that Thomas Wakley was one of the makers of modern England. (Hear, hear.) He declared against shams and make-believes, against quacks, and all those who tried to deceive the public; he had no reverence for ancient abuses, nor did he believe in interests vested in ignorance and brutality. (Hear, hear.) They whom he chastised had been singularly forgiving, because they honoured his memory.

THE CORONER'S COURT.

He cleansed, so far as was possible in those times, the Coroner's Court, and insisted that the coroner ought to have the technical qualification which fitted him for the discharge of his duties. He forced the attention of the public to the question of the adulteration of food, and, in the first place through *The Lancet*'s analytical secretary, and afterwards by a Committee of the House of Commons, he prepared the way for the Sale of Food Act, which for the first time protected the health of the community as consumers. All this Thomas Wakley did, and he (Lord Burnham) was glad to know that *The Lancet* had always clung to the spirit of his work, and was to-day what it had been. He could only hope that it might long be able to take its share in the inextinguishable work of reducing the sum of human misery, and adding to the great and essential quantity of public health. (Cheers.)

Sir Squire Spriggs, in replying, said the violence of past days was gone, but the desire for the right and the zeal to achieve it remained as forcible as they were 100 years ago. They should press towards the mark of their ideals with unabated energy, even though without the concomitants of legal struggles or personal bickerings. *The Lancet* was a milestone on the road to progress, and not their obituary tombstone.

Sir Ernest Hodder-Williams, representing the proprietors of the journal, in his acknowledgment, said that when he and his brother became proprietors of the paper they made a vow and took a pledge that they would, as far as possible, do nothing to bring the slightest stain of dishonour on a most highly-honoured name. (Cheers.) That pledge they intended to keep, even if one of them had to enter Parliament. (Laughter.) They were fortunate in that, when the change of proprietorship took place, there was no change in editorial leadership. (Hear, hear.)

The Lord Mayor, as president of the Hospital Sunday Fund, paid a grateful tribute to the great share the Wakley family and *The Lancet* had in starting that fund fifty-one years ago. Since then nearly 23,000,000 had been raised on behalf of the hospital of London. (Cheers.) Sir Dawson Williams, editor of the *British Medical Journal*, also spoke.



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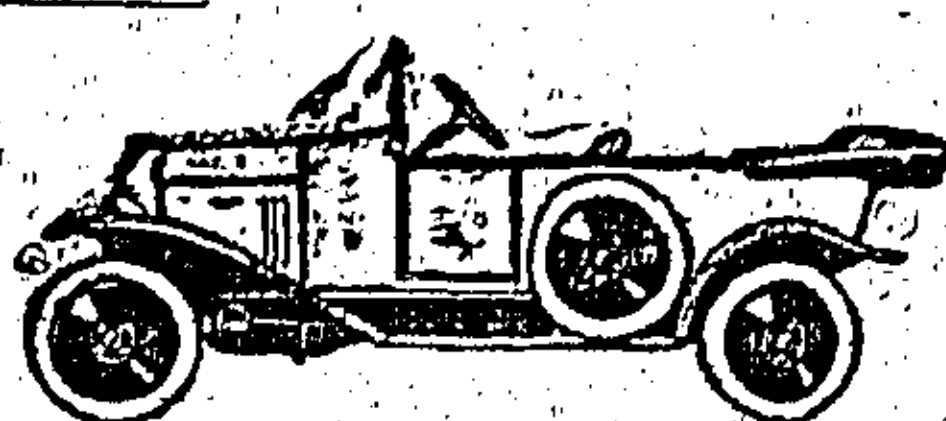
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Nations have passed away and left no
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And history gives the naked cause of it—
One single, simple reason in all cases:
They fell because their peoples were not
fit.

There is one lesson at all times and
places.
One changeless Truth on all things
changing writ.
For boys and girls, men, women,
nations, races—
Be fit—be fit. And once again, be fit!

The book exemplifies the versatility of
Mr. Kipling, and tells in beautiful prose
and occasional verse the responsibility of
youth in preparing for the great adventure
of citizenship of a mighty Empire.
The opening tale appropriately is the
"Winning of the Victoria Cross"; and
there are yearning stories of the poet's
Devon school, of a master-cook, a bold
prentice, and an unqualified pilot; in
fact, eleven stories and seven poems, all
in the best Kipling style, admirable and
inspiring.

From a purely Westcountry point of
view, the gem will be "An English
School," which thinly disguises incidents
in the life of Kipling at his old school at
Westward Ho!

Of all things in the world there is
nothing, always excepting a good
mother, so worthy of honour as a good
school.
It stood within two
miles of Amyas Leigh's house at Nor-
tham, overlooking the Burroughs and
the Pebbleside, and the month of the
Torridge, whence the "Rose" sailed in
search of Don Quixote. From the front
dormitory windows, across the long
rollers of the Atlantic, you could see
Lundy Island and the Shutter Rock,
where the "Santa Catherine" galleon
cheated Amyas out of his vengeance by
going ashore.

Through all the five years, Kipling says
he never saw the head master lose his
temper, nor among two hundred boys did
one at any time say or hint that he had
his favourites. "So we trusted the head
absolutely at school, and afterwards trust-
ed him more." A curious detail was that
the Army class, which meant the prefects,
and was generally made up of boys from
17 to 19, or thereabouts, was allowed to
smoke pipes. One result of this was that
though these great men talked a great
deal about it, they did not smoke to any
ferocious extent.

The other, which concerned me more
directly, was that it went much harder
with a junior whom they caught smok-
ing than if he had been caught by a
master, because the action was a flagrant
invasion of their privilege, and, there-
fore, rank insubordination to be punished as
such. If any head master is anxious to
put down smoking nowadays, he might
do worse than give this scheme a
trial.

The boys were not encouraged to lower
each other over the cliffs to take the young
hawks and jackdaws from their nests
above the sea. Once a rope broke, or else
the boys above grew tired of holding it,
and a boy dropped thirty feet on to the
boulders below. "But as he fell on his
head nothing happened, except punish-
ment at the other end for all concerned.
Boating was impossible off that coast, but
sometimes a fishing-boat would be wreck-
ed on Braunton Bar, and we could see
the lifeboat and the rocket at work; and
just once after chapel there was a cry
that herring were in. The school ran
down to the beach in their Sunday clothes,
and fished them out with umbrellas."

They were cooked by hand afterwards
in all the studies and form rooms till
you could have smelt us at Exeter.

On the last Sunday of the term the
last hymn in the chapel was "Onward,
Christian soldiers." "We did not know
what it means then, and we did not care,
but we stood up and sang it till the music
was swamped in the rush. . . . Later
on, nothing our men all the world over,
the meaning of that hymn became much
too plain."

There were no public-houses near us,
except taprooms that sold cider; and
raw Devonshire cider can only be drunk
after a long and very hot paper chase.
We hardly ever saw, and certainly never
spoke to, anything in the nature of a
woman from one year's end to the other;
for our masters were all unmarried.
Later on a little colony of mothers came
down to live near the school, but their
sons were day boys, who couldn't do
this and mustn't do that, and there was
a great deal too much dressing up on
week-days and going out to tea, and
things of that kind, which, whatever
people may say nowadays, are not help-
ful for boys at work.

"Canoe, especially when they are brought
down with a drawing stroke, says Kipling,
evidently speaking from experience, sting
like hornets, but they are a sound cure for
certain offences; and a cut or two,
given with no malice, but as a reminder,
can correct and keep corrected a false
quantity or a wandering mind more com-
pletely than any amount of explanation."

A natural history society was started
at the school, which attracted "every boy
in the school who had the poaching in-
stinct." "Some of us made membership
an excuse for stealing apples and plac-
ing eggs and game from farmers' orchards
and gentlemen's estates, and we were
turned out with disgrace. So we spoke
scornfully of the society ever afterwards.
None the less, some of us had our first
introduction to gunpowder in the shape
of a charge of salt, which stung like bees,
fired at our legs by angry game-keepers."

There are quaint tales, too, of the school
paper, and of the ragging of the edi-
torial staff, as well as stirring reminis-
cences of boys who made good.

VACANT GOVERNORSHIP OF TASMANIA.

For nearly two years Tasmania has
been without a Governor, though the
desire of the people in all parts of the
State is to preserve the system of a direct
representative of the King, as provided in
the constitution. The impression has been
that the Colonial Office could not find
anyone willing to take the position of
Governor, owing to the insufficient salary.
Now, however, it is discovered that suit-
able men are available, but that the
appointment was blocked by the late
Tasmanian Government in consequence of
a vote of the Assembly adverse to an im-
ported Governor.

The opinion prevails that it is the
business of the Colonial Office either to
alter the system or make an appointment.
Only one of the two House of Parliament
(with a small majority) is adverse to an
appointment. The other favours the old
system. The Chief Justice has never been
appointed Lieutenant-Governor, as in
other States. The Labour Government,
holding office on sufferance, and unlikely
to last, recommends that a junior judge
should be Lieutenant-Governor, with a
permanent appointment, but there is a
strong feeling against the proposal. It is
hoped that a Governor from England will
be appointed without delay.—Robert Mer-
cury.

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Waterboats	\$17 1/2 b.
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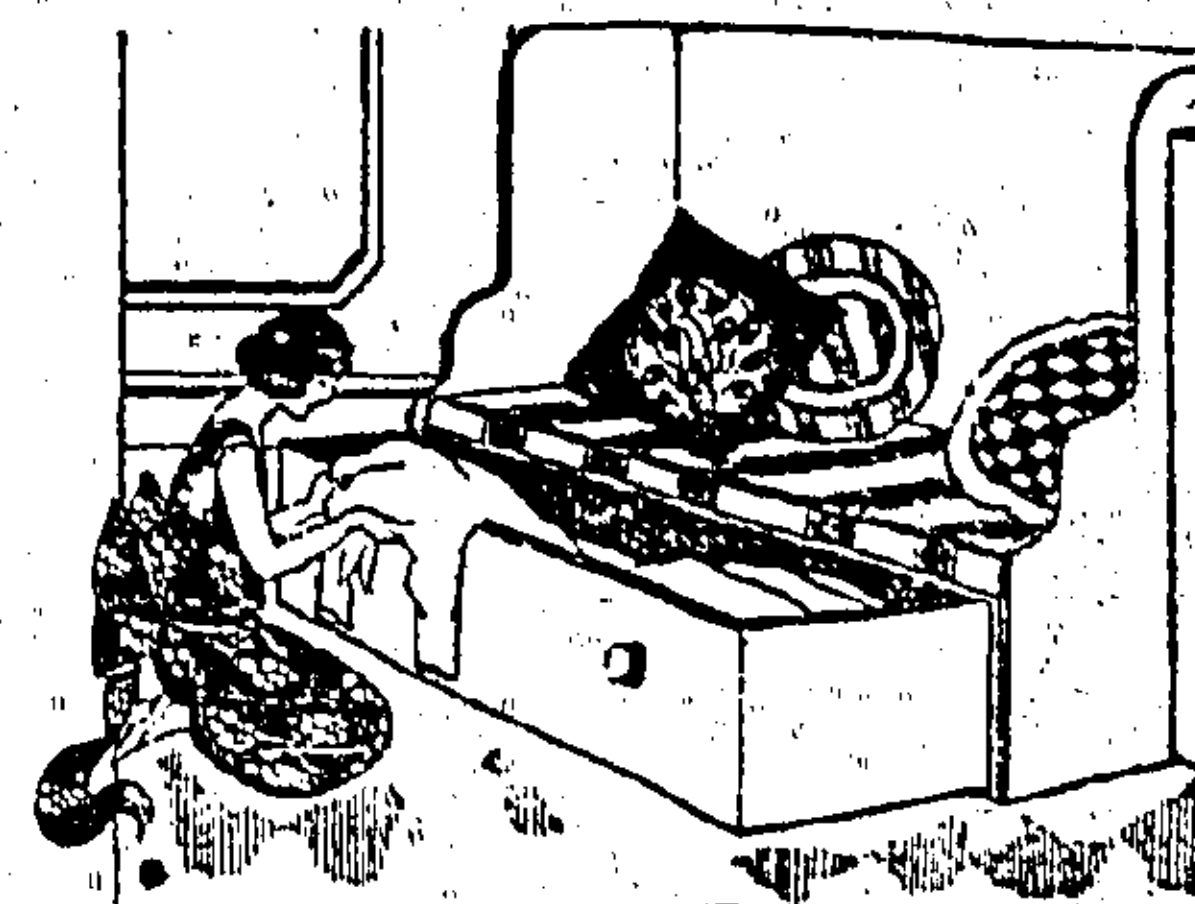
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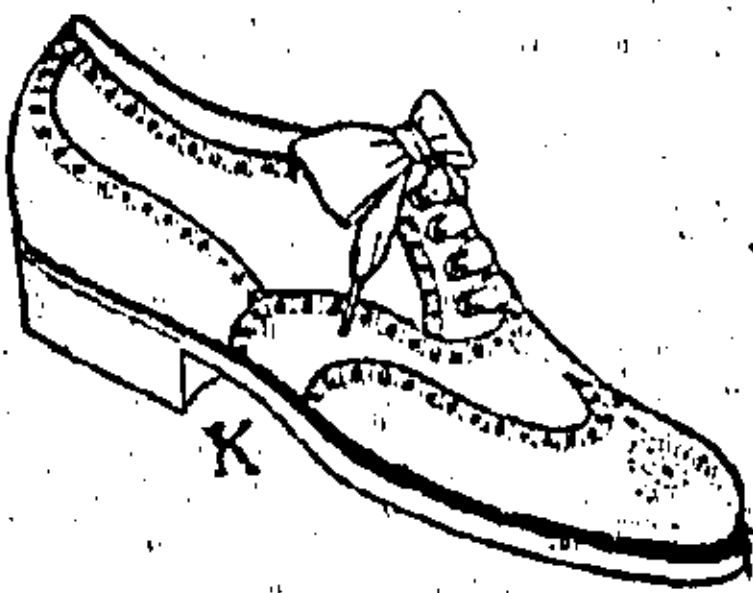
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IBANEZ, ON HIS EARLY STRUGGLES.

SOLD AMERICAN RIGHTS OF "THE FOUR HORSEMEN" FOR \$300.

While the famous Spanish writer Ibanez (who is making a round the world trip on the *Franconia*) was in Peking, he inspected the plant of the *Far Eastern Times*, and we extract from our contemporary the following extract from the account given of the visit:—

"Success is sweet. In fact it is doubly so when the early struggle, the privation, the disappointments, and the heart-breaking defeats, have been so great as to make one almost give up the struggle. But whether it is the will to live, to surmount obstacles, merely to obtain sufficient daily bread that makes for successful authorship, I cannot say. I believe in my case it helped, because I learned to know life through intimate suffering which would have been impossible in any other way."

"But surely your profits from the 'Four Horsemen of the Apocalypse' must have been phenomenal!"

"I sold the American rights for \$300," he answered simply. "You do not believe me, but I assure you that it is the truth. When my book was published in Spanish, a translator offered me \$300 for the privilege of translating it into English, by which I renounced all further royalties. I would have done it for much less, because I did not know then that I had written a masterpiece. I was too close to the scene of my writing and therefore could not obtain a proper perspective."

"It is a rather curious circumstance how I happened to write it," Mr. Ibanez continued lapsing into a reflective mood.

"I was living in Paris in the autumn of 1914 in a miserable flat on the Rue Ronnequin. The other flats were occupied by music students; a piano below me, and two in the flat above going at all hours of the day and night nearly drove me frantic. Food was scarce and there was a total absence of coal for civilians. What with nearly shivering to death, being driven mad from the terrible music, in an attitude of despair over the whole situation which seemed so black for France and the Allies at that time, every paragraph of suffering that I wrote was real. Oh very real."

Finally, I resolved to try to get a permit for just a little coal from the French Foreign Office. I obtained the permit alright but could not get the coal because I was not in uniform, and this despite the fact that I was attached to the French Foreign Office in charge of disseminating propaganda for the Spanish Language newspapers. I was desperate and so went to President Poincaré, an old friend, and asked him to help me. He gave me a letter to the President of the Paris, Lyons and Mediterranean Railway, and when I presented my letter to the latter official he asked me how many hundred tons of coal I needed. I replied modestly that half a ton would do me quite nicely. He insisted that I take three tons which was a good thing because, I bribed the music students with the surplus to practise only at certain hours—and not simultaneously. Thus, the 'Four Horsemen' saw the light of publication. It was small wonder that I did not know that I had written my best novel."

Mr. Ibanez stated that although he only received \$300 as direct royalties, he was given a check of 60,000 francs by M. Dutton, his American Publisher, as his personal contribution. Subsequently he sold the Motion Picture rights for \$2,200,000, the highest price ever paid for a novel.

JAMAICAN REFORM.

The Legislative Council of Jamaica has finished its discussion of the proposed constitution, and a committee is engaged in embodying its resolutions in a report for presentation to the Duke of Devonshire. It has been agreed that, notwithstanding that the elected members retain the veto of nine in financial matters, the Governor shall have power to declare any measure to be of paramount importance and take the vote of the entire House, provided that he is able to justify his position to the Colonial Office.

The Executive Committee will be formed of five elected members selected by the Governor, and five unofficial members, and the Privy Council. The latter body will be remodelled and the unofficial members reduced from seven to five. The functions of the Privy Council will be unaffected by the change of constitution.

Under the present Constitution of Jamaica the Governor is assisted by a Privy Council not exceeding eight members, and by a Legislative Council consisting of five ex-officio, 10 nominated, and 14 elected members. The latter have the right of vetoing financial proposals if nine of their number desire to do so.

OLD CUSTOMS AT THE SAVOY.

Some 2,000 Scotsmen celebrated St. Andrew's Day at the Savoy Hotel. The haggis was piped in by the pipers of the 1st Battalion Royal Scots Guards, and before it was eaten a morris was dropped by the regimental pipe-major into a bowl of sea-water, which stood on the head table, this being a quaint commemoration of the time when Mary Stuart, according to legend, caused some haggis to be thrown into the sea on her journey from France to Scotland. The sea-water had been brought to London from the mouth of the Firth. After dinner in the hall-room the pipers danced the Argyll Breadswords, a strathspey, and a reel, and a young girl threw some white heather between their words as they danced, "Ye'll be back to everybody." She wore a traditional dress of white with a touch of silver.

Prices are being so drastically cut (in the shipbuilding trade) that we would be much better off without the work of *The Worker* (Irish Shipbuilding Company).

WHO ARE CHINESE?

INTERESTING CONCLUSION BY A SCIENTIFIC INVESTIGATOR.

Members of the Royal Asiatic Society at Shanghai last week, listened to an able lecture of great scientific interest, touching upon the origin of the Chinese people, the lecturer being Professor S. M. Shirokogoroff, anthropologist at the Museum of Ethnography and Anthropology of the Russian Academy of Science at Petrograd. Professor Shirokogoroff has since 1912 carried out investigations in Siberia, Mongolia and Northern China, and the address embodied some of the results of his researches.

Beginning with some general remarks on anthropological investigation, the lecturer said it has been concluded that man originated from some animal species and later differentiated into races. It was very difficult to say where we could find traces of the first man. The so-called Neanderthal man who, by his "human" knowledge more or less assured his existence among wild animals had already his culture and stone implements, but he was as different from present day man that if he appeared to-day on the streets of Shanghai he would be treated as an extraordinary animal, whilst we ourselves would appear to him to be not less dangerous than his ancient enemies, the wild beasts of the cavern.

AN AMALGAMATION.

Proceeding to describe his investigations in Siberia, Professor Shirokogoroff said he had definitely come to the conclusion that the so-called "Mongol" race was not a race at all but an amalgamation and amalgamation of various anthropological types. In his opinion, the Chinese were an amalgam and not a pure race. They were a group of people composed of different ethnic units, using the same written language but speaking different dialects, and long ago welded into many States. Their common method of writing, combined with close identity of political interests and physical amalgamation gave the impression of unity. The question of their ultimate origin was purely speculative, but it was probable the Chinese motherland must lie somewhere west of Central China. They must have appeared as an active ethnic unit in Asia in the Stone Age, and in a comparatively advanced state of culture, his comparative advanced state of culture, his historical data proving that they lived by hunting, fishing and agriculture. The development of this culture was followed by a natural increase in the population and thus the Chinese went in search of new territory. In this movement they were opposed by Mongol and Turkic ethnic groups, and this caused them to turn eastward and amalgamate with the local population, the Tungus and other tribes. They appropriated some of the cultural elements characteristic of these people, and with the new territory formed China as she has been known to recorded history. There was also migration southward, and successive amalgamations formed the southern Chinese who created a peculiar ethnographical complex beyond the growing influence of the northern ethnic groups.

THE "MONGOLIAN EYE."

Dealing with the special Mongol characteristics, yellow skin and black hair, Professor Shirokogoroff observed that high class Chinese who did not expose their bodies and faces to sun and wind were not yellow at all, not even light brown, but rather as white as Europeans. The narrow "Mongolian eye" was not so common among the Chinese but was absolutely characteristic of the Tungus and other groups living in the regions where snow is abundant during winter and the sunlight so intense that the inhabitants put on protectors for the eye with a narrow slit to look through.

Whilst it cannot be said that there is any Mongol race, said the Professor, Chinese do exist and can be recognized at once. The Chinese of thinking and of knowledge, method of thinking and acting, were absolutely different from those of other peoples. Their art and literature, and especially their writing, have no parallel among living peoples except those bound up with Chinese civilization. Their houses, food and clothing are not less different. All these elements result in characteristics peculiar to the Chinese facial expression, formation of the muscles, etc., and the problem of their differentiation from other peoples must be narrowed down to psychic and physiological functions. The original Chinese were a powerful ethnic group which absorbed many peoples of Asia, subjugating them to their cultural power, but the problem of the real elements composing the Chinese complex had yet to be solved.—*N.C. Daily News.*

DONOGHUE IN INDIA.

A recent arrival in India is the jockey, Steve Donoghue, who has been engaged by Mr. Galstaun, of Calcutta. He came to Mahalakhmi, and rode in the last Arab race on a horse called Safety, which was the red hot favourite for that event. Safety could not, however, take the start in time, and never figured in any good position in the race, disappointing its backers.

Donoghue has brought as his secretary Tom Reese, the billiard champion, who told a Press representative that Steve Donoghue had received a retainer of \$2,500 from Mr. Galstaun to ride all his horses during the Calcutta and Bombay racing seasons and that a report that he is to ride for Mr. Galstaun in only the Viceroy's Cup was not correct. Wragg, the second jockey to the King, E. Jones, who was placed fifth in the list of riding honours, and Smith, a well-known Australian rider, were others who came by the same steamer.

UNION CHURCH.

THE MINISTER'S NEW YEAR MESSAGE.

In a circular letter to the seatholders and members of Union Church, the Rev. J. Kirk Macdonald says:—

According to the calendar my second term of service here ends, strictly speaking, at this time. The Church also celebrates its 80th year, which will remain marked auspiciously by the definite undertaking of the most enterprising step in the way of Church extension in our history. I find myself impelled in the circumstances to address to you a few words of special greeting and reminder, along with the heartiest wishes for a happy year to you and all yours.

We have abundant cause for thankfulness and praise in the past history of our Church, which amidst whatever vicissitudes, has never ceased to sustain its part in the work of God in this important Colony. Others have laboured, and we have entered into their labours; many who schemed and strove in the past would rejoice to share our privilege in taking the forward step which is now before us.

We are pledged to support the new work in Kowloon, and there is no doubt whatever that the best way in which we can advance that or any other good work is by a reconsecration of ourselves to God's service, and a determination to live more to His glory.

Our Church is strong enough to spare some of its members to form the nucleus of the new congregation which will ere long, we believe, be gathered. But we shall miss those of our Kowloon friends who detach themselves from the old Church, and we ought to see in the present circumstances a call to more regular attendance on our own part and also to friendly efforts to bring others into association with the Church. There are enough unattached people in Hongkong to crowd every Church at every service, and a large number of them would certainly be influenced were more of ourselves to set them a regular example and offer them a kindly word of invitation.

There are many strong tendencies at work in our Colony making for a secular Sunday and tempting every one of us to let the higher interests be submerged. We are all aware of these; some of us have yielded to their pressure almost unawares, till we find we have parted with our Sunday for all higher purposes, and have lost the best which it stood for.

I have been told regretfully by not a few that they have been so long away from Church that they feel ashamed to come back. Let me beseech all such with all the earnestness I can command not to let any such feeling stand between them and their Christian privileges any longer. Every one of us has slips and mistakes to regret, and it is a hopeless case indeed if we let ourselves be afraid to go back on them.

Much is said about the difficulty of the times for religious and spiritual life and purposes. But every time has its own difficulties, and all of them are but the other side of opportunities if we will see and seize them. I invite you, with myself, to think of the opportunity and the necessity which our circumstances in the Far Eastern settlement create, for a clearer and stronger stand on the side of what we know in our inmost hearts is right and good, for our own sakes, our children's, our neighbour's and our Lord's.

If we give heed to this call as conscience and heart may command it, to us then this 81st year will be one of the best in our Church's honourable story, and in our own experience we shall realise a happiness which cannot reach us from any other source.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, in their report dated Saigon, January 2nd, state:—Owing to the holidays, our market has been very quiet during the last fortnight and there are no important transactions to report. The general tendency, however, remains firm.

The total amount of rice exported from January 1st to December 15th, 1923, was 1,108,226 tons against 1,105,028 in 1922.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$8.40 per picul, L.O.B. Saigon, for January-February shipment.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated January 2nd say:—

Although during the last fortnight very little business has been done, our market is very firm with an upward tendency. There has been a revival of business with Hongkong whose market is gradually advancing. Market closes very steady with very few sellers at the arrivals of paddy from the interior are not very large, growers holding back expecting better prices.

New Crop.—Last month's fine weather brought great improvement in the condition of new crop.—Season Paddy harvest in full progress in all the provinces. The outlook so far is satisfactory.

COAL PILFERAGE IN THE HARBOUR.

MESSRS. MACKINNON, MACKENZIE THE VICTIMS.

A case which shows to what extent pilferage is carried on in the harbour of Hongkong was mentioned in the Police Court yesterday when a Chinese, alleged to have been a partner in the firm of Wing Tai, coal merchants, should have appeared before Mr. G. N. Orme on a charge of having received about 60 tons of coal, knowing it to be stolen property. The defendant had previously been released from custody on a bail of \$5,000, and this he jumped.

Mr. T. H. Bennett appeared for the owners of the coal, Messrs. Mackinnon, Mackenzie & Co., agents for the P. & O. S.N. Co., Ltd., and Mr. F. G. Vaux represented the defendant.

The Magistrate made an order for the bail of \$5,000 to be returned and a warrant to be issued.

It appears that Messrs. Mackinnon, Mackenzie & Co. have a contracting firm by the name of the Hop Yick which took delivery of several thousand tons of Hongkong coal on arrival of the s.s. *Wing Shek Kung*. The Hop Yick Firm should have landed the coal into the P. & O. godown at Tai Kok Tui. It is alleged that 223 tons were stolen from this shipment, whilst it was in lighters or stored on a pier of vacant ground near the Water Police Basin at Yaumati. Of this 60 tons are claimed to have been moved to another coal yard near Yaumati ferry wharf. Yesterday morning's charge was in respect of this 60 tons, and Bennett applied to add an additional charge relating to the 200 tons. He also asked his Worship to make an order for the return of the coal to Messrs. Mackinnon, Mackenzie & Co.

An interesting feature of the case is that at least three other Chinese, in addition to the defendant have absconded, including a Chinese employee of Messrs. Mackinnon, Mackenzie & Co., and one Chinese partner in the contracting firm.

HONGKONG MARINE COURT.

Four minor charges came before the Marine Magistrate (Lieut.-Comdr. Hake), yesterday morning.

Hau Ting Tai, assistant coxswain of the steam launch *Chung Wo*, was fined \$10 for failing to observe the rule of the road in Victoria Harbour.

Cheung, master of the steam launch *Hee Lee*, was fined \$20 for a similar offence.

Lo, Kow, master of the steam launch *Kwong To*, was fined \$10 for failing to stop when called upon.

P.S. Butcher said he blew four blasts three times, but defendant failed to stop. Defendant said he heard two whistles. The first time he did not think it was intended for him. By the time the second whistle sounded his launch had reached its journey's end, the s.s. *Chin Nang*.

The final case concerned 19 boat people, who were charged with lying in shore in prohibited hours. Five them—bottom—were fined \$5 each and the other 14—sampler men—were fined \$3 each.

LARGEST BUILDING IN SINGAPORE.

THE NEW POST OFFICE.

The contract for the new Post Office, which, the *Straits Times* says, will be far and away the largest building in Singapore, has been awarded by Government to Messrs. Perry & Co. (Bou), Ltd. This firm have had a branch in Singapore for two years, and are constructing the new Sailors' Institute.

Messrs. Perry & Co. are a very well-known firm in London, and carried out, among other public works, the Royal Academy building, St. Thomas' Hospital, the Tower Bridge, the Baker Street and Waterloo Railway, and the recent reconstruction of Waterloo Station.

The new Post Office, which has been designed by the Government architect, Major Keyes, will cost about \$1,000,000 and will be built on the site now occupied by the Singapore Club and the vacant ground adjoining it.

It will have eight stories including the basement, it will be built of ferro-concrete faced with artificial granite, and will be designed in the classic style. It will house not only the Post Office, but the Singapore Club, the Master Attendant's Office, and other Government offices. A condition of the contract is that it must be completed within four years, and in this connection it may be noted that Messrs. Perry & Co. are completing the Sailors' Institute five months before the contract time.

Messrs. Thos. Cook & Son, who are the Chief Official Passenger Agents for the British Empire Exhibition, write saying that it is quite possible the demand for hotel accommodation during the period of the Exhibition will exceed the quantity available. Their Hongkong Office have full particulars of accommodation and rates at Hotels in London, etc., and can effect reservations for hotel accommodation in advance. In view of the great demand for hotel accommodation intending visitors to London are recommended to make early application for such accommodation, which can be easily arranged through Thos. Cook & Son.

SPORT

CIVILIANS WIN K.O.Y.L.I. POLO CUP.

NAVY'S SPLENDID FIGHT.

A NARROW VICTORY.

The Hongkong Civilians had not much difficulty in defeating a Team representing the Navy in the annual contest for the K.O.Y.L.I. Cup. The game was played at Causeway Bay yesterday afternoon before a distinguished audience including H.E. the Governor (Sir Reginald Stubbs, K.C.M.G.), Lady Stubbs, and Admiral Sir Arthur C. Leveson, K.C.B. (Commander-in-Chief, China Station).

The sixth and final chukka ended with the score 4-2 in favour of the Civilians, who were the superior side. Ragged combination and faulty hitting, were responsible for the narrow margin in the points scored. The Navy played doggedly, and, on the whole, gave a good display, though they were lacking in some of the finer points of the game. That is to say, on occasions they seemed chary of hitting hard and risking a contesting gallop. Had they adopted slash-and-dash tactics more often, they might have surprised the Civilians.

The teams were:-

Navy (blue).—Lt. C. C. Fleming, Lt. Comdr. H. N. Lake, Lt. J. Cresswell and Capt. R. Neville (back).

Civilians (scarlet).—P. Cox, E. L. Judd, C. C. Boyd and J. Bartholomew (back).

The umpire was Major-General Sir John Fowler, K.C.M.G., C.M.G., D.S.O.

At the outset the Civilians took command of matters, and it was only cool play on the part of Capt. Neville that prevented, on two occasions, what looked like a runaway goal. The homesters, however, were not to be denied, and after the Navy had made a dash along the boards, Mr. Boyd got in a swing which sent the ball between the posts. It was the first goal-line effort of the match, and was well judged. The Navy had an opportunity of levelling matters shortly afterwards, but No. 2 was too erratic with his follow-through, and the ball went behind.

In the second chukka the Navy went away in fine style, but were pulled up on three occasions by Mr. Bartholomew at back. After a series of mis-hits in mid-field, the Civilians pressed strongly, eventually putting the ball out of play when favourably placed at the bell.

Lieut. Fleming, at the opening of the next outing, scored for the Navy with a fine oblique shot. Riding with dash, the Civilians swept everything before them, Mr. Cox just missing. Midfield play followed, and from a cross-field drive Mr. Judd, taking the ball well, again put the Civilians ahead. Capt. Neville at this stage was playing a great game. He prevented an apparently certain goal by a well judged gallop and a bump, and then followed up the field and almost scored with a shot which was but inches wide. In this chukka Mr. Bartholomew missed a sterling opportunity of increasing the Civilians' lead. Well placed in front of goal, he fozzled a short and medium paced pass.

In the fourth chukka the Civilians overran themselves at the outset. They missed scoring opportunities by wild hitting. They persevered, however, and were rewarded with a point, scored, by Mr. Cox.

The penultimate chukka saw the Navy at their best. With the score 3-1 against them, they put on a real spurt. They got away in a crowd on their left and Capt. Neville, riding well, scored their second point with a remarkably fine shot. The Civilians came back strongly, and after some wild hitting, Mr. Bartholomew managed to get the ball in a nice position for a straight swing at goal, thus making the score 4-2 in the homesters' favour.

The Civilians went all out in the final period, but stubborn play on the part of the Naval quartette prevented any further scoring, and the game ended with the local team winners by 4 goals to 2.

Lady Stubbs presented the K.O.Y.L.I. Cup and miniatures to the winners, congratulating them on their victory.

Mr. C. C. Boyd (Captain of the Civilian team), in accepting the cup on behalf of his side, thanked Lady Stubbs. He could not, he said, speak too highly of the Navy team, particularly in regard to the way in which their polo had improved. Thanks was due to General Fowler for the admirable manner in which he had supervised the game.

Three cheers—and the Club "cry"—terminated an enjoyable evening.

(Continued at foot of next column.)

IMPORTANT RENT POINT.

TENANT CONTESTS LANDLORD'S RIGHT TO POSSESSION.

In the Summary Court yesterday His Honour the Justice Judge (Mr. Justice Gompertz) heard at length arguments in relation to a claim for the possession of the ground floor of 9, Tai Yuen Street, at a monthly rental of \$35 to a rattan maker named Wing Lee. Plaintiff (Ho Ching Ling) also put in a claim for \$110, representing two months' rent.

Mr. Russ, for plaintiff, explained that the rent claimed was for the two months' period ended January 3rd. Notice to quit had been served on defendant on a previous date in respect of another two months' rent, which had been paid following plaintiff's threat to take action to recover the money due. The notice to quit, which was served on November 23rd, 1923, did not expire until January 2nd, 1924. Mr. Russ contended that the acceptance of any rent in the interval did not constitute a waiver. He submitted that the original notice to quit held good, and that another one was unnecessary. Relief was not sought under the Rents Ordinance, but in accordance with the rights of Common Law.

Plaintiff, giving evidence, stated that two months' rent was due up to January 2nd, 1924. He saw defendant personally on one occasion after it was due, but got no satisfaction from him.

Examined by defendant, he said it was untrue that he had never called for the rent, asserting that he had always had trouble with Wing Lee when his rent was due.

Defendant stated that he had proffered the first of the two months' rent claimed and that a had been refused. He denied that he paid his rent in advance. He alleged that plaintiff wanted to turn him out so as to get more rent.

After hearing further arguments by Mr. Russ, who contended that it was customary for Chinese tenants occupying premises such as those in question to pay rent a month advance, His Honour said he would give a considered judgment. The case, he remarked, was of great interest to tenants and landlords alike.

SMUGGLING ARMS ACROSS THE BORDER.

Noticing two old Chinese men acting in a suspicious manner when he passed them, a Chinese detective, the other day at Tsun Wan, stopped and searched them. In their possession he found three revolvers and 200 rounds of ammunition. Two of the revolvers were French pattern weapons and new, whilst the third was of American make.

Yesterday afternoon the two men, who are said to be smugglers, were committed for trial by Mr. G. N. Orme, the Magistrate.

HOCKEY.

TWO CLUB TEAMS BEATEN.

Wednesday was a distinctly "off" day for the Hongkong Hockey Club. The first team, playing at the U.S.R.C. lost 1-2 against a Submarine Flotilla eleven and the second string went down before an East Surrey Regt. Company team to the tune of 2-4. The East Surrey's deputised for H.M.S. Tamar, which was unable to send an eleven.

FIRST TEAM, 1: SUBMARINE FLOTILLA, 2. The Firsts were unfortunately placed, in that England, a stalwart of the near division, did not arrive until just upon half time. The Club's forwards, too, were on the weak side, both Moore and Miller being absentees. At half time the Submarine led by the only goal, scored by Lieut. Slade. In the second half both sides scored, the naval men again through Slade, and the Club through Mitchell. The "Sub" forwards worked well together.

SECOND TEAM, 2: EAST SURREY'S, 4. The East Surrey's victory over the Club second eleven was a clean-cut one, although the latter were leading at the interval by the only point of the match, netted by Garrod. On resuming Price put the Club further ahead. Then the pace of the game told against the home team, and Davis, Bird and Edwards (twice) scored in quick succession. Both sides played with nine men.

CRICKET.

H.K.C.C. 1st XI. v. NAVY.

The following team will represent the H.K.C.C. in a League match versus the Navy at their own ground to-morrow, at 2.15 p.m.—H. B. Hancock (capt.), T. E. Pearce, R. E. A. Webster, H. Owen Hughes, E. J. T. Mitchell, Rev. T. B. Powell, A. C. I. Bowker, A. V. T. Dean, E. C. England, D. B. F. McMaster, and H. E. Hollands.

H.K.C.C. 2nd XI. v. I.R.C.

In this League match at Seakungpo at 2.15 p.m. to-morrow, the H.K.C.C. team will be composed of E. C. Hagen (capt.), C. H. Piercy, H. Griffin, H. H. Day, C. V. Mark, J. O. Owen, G. W. Sowell, P. Jacks, J. E. Hancock, R. M. Macalpine and J. T. Way.

DEVELOPING THE FIRE BRIGADE.

NEW SUB-FIRE STATION FOR THE KOWLOON PENINSULA.

With the rapid growth of the Colony the Fire Brigade has had to be expanded in many directions during the past few years. The latest extension is a new sub-fire station for the Kowloon Peninsula. This station, which is to be opened in a few days, is to be at Mong-kok. The old police station, in this district, recently vacated by the police, has been converted into a fire station. The station is to be manned by eight Chinese firemen, in charge of an assistant foreman, whilst the hose tender at present housed at the Kowloon Fire Station is to be transferred to Mong Kok. The new station is to operate in the districts of Mongkok, Sham Shui Po and Kowloon City.

The main idea of the new station is that the hose tender will be able to reach a fire in the areas of Mong Kok, Sham Shui Po and Kowloon City much quicker than the appliances from the Station in Salisbury Road. The firemen will thus be able to connect up hoses with the hydrants in the vicinity of the fire and to have commenced fire fighting operations by the time the fire appliances from the main station arrive on the scene.

Another extension to the Fire Brigade Service contemplated is the building of a large steam fire float, which will increase the number of fire floats to three. The new fire float is to be strongly built so as to be able to operate during stormy weather. She is to be built on the lines of a tug-boat.

GATHERING FIREWOOD.

THE ACTIVITIES OF UNAUTHORIZED WOODMEN.

An official of the Botanical and Forestry Department told Mr. J. R. Wood at the Magistracy yesterday that there would be no trees left in the Chai Wan district in two years' time if they were to be unlawfully cut down at the same rate as they were at present.

The case was one in which a man was charged with cutting down pine trees without the necessary permission. When the defendant was caught he had already cut down one pine tree and his saw was deeply embedded in another.

His Worship imposed a fine of \$50 with the alternative of six weeks' imprisonment.

ALLEGED MANSLAUGHTER NINE MEN DISCHARGED.

The case in which nine men were charged with the manslaughter of a Chinese trespasser on their premises in the New Territories again came up for hearing before Mr. J. R. Wood yesterday morning.

The Assistant Crown Solicitor (Mr. Hazlerigg) appeared for the Crown. He said that the injuries on the dead man's head were consistent with his having received them in a fall down an embankment. The deceased's dying deposition that he had been assaulted were not to be relied upon; neither were they supported in any way. He asked for the men to be discharged.

His Worship ordered the defendants to be discharged, stating that they were not held responsible for the man's death.

MAILS FOR EUROPE VIA SIBERIA. REGULAR SERVICE RE-ESTABLISHED.

A regular weekly express train service across Siberia having now been re-established with a train leaving Harbin every Friday, mails for Europe by this route are closed by the Shanghai Post Office every Monday, and those for London take between 18 and 21 days in transit.

Mails from Hongkong to London should thus reach their destination in not more than 25 days.

In future, therefore, the Hongkong Post Office will forward to Shanghai for onward transmission all ordinary letters and postcards for Europe which are specially superscribed "via Siberia." Registered articles so marked will also be forwarded but at senders' risk.

Such correspondence should be posted here on Monday or Tuesday in order that it may reach Shanghai by the following Sunday. Correspondence posted later in the week would probably reach its destination quicker via Suez.

THE JOHN G. KERR HOSPITAL FOR THE INSANE. FINANCIAL ASSISTANCE URGENTLY NEEDED.

Mr. R. M. Ross, Acting Superintendent of the John G. Kerr Hospital for Insane, Canton, is in Hongkong addressing meetings of the Chinese community with the object of raising more funds in aid of the Hospital and he also hopes for help from the European community.

The reason for the present financial difficulties is that disorganisation in Canton has deprived the hospital of the usual payments for cases treated on behalf of the Canton authorities.

Dr. Ross acknowledges with gratitude the recent increased grant by the Hongkong Government in respect of local cases treated at the hospital. The Canton authorities have far more cases there and non-payment by them is his difficulty.

A printed appeal addressed by the Treasurer of the Hospital to all whom it may concern says:-

Owing to the continued disturbed condition of the country, our rapidly growing institution is compelled to appeal to our friends, Chinese and foreign, for financial assistance. In the past it has never been necessary to do so, as funds sufficient for ordinary purposes have come in the shape of hospital receipts and donations.

This hospital is the only institution for the exclusive care of the insane in all China. It is a missionary enterprise established in 1908, by Dr. John G. Kerr, a physician under the American Presbyterian Mission. It has grown rapidly until at present there are over 700 patients. Over 6,000 have been treated and of this number about 20 per cent. have been discharged cured, and a still larger number have been improved.

One of the main objects of this hospital is to conduct a demonstration of the best methods of treating the insane with the purpose of introducing it into China. We hope to co-operate with the Chinese Government in opening such hospitals under government auspices, with this object in view we conduct, during the Chinese New Year holidays what we call Mental Hygiene Campaigns. These campaigns are held for five consecutive days each year. During these five days the grounds are opened to visitors, the patients, meanwhile, being confined to their wards. In order to attract large crowds, various forms of entertainment are provided and the whole is extensively advertised. These campaigns have proved successful far beyond our expectations. The attendance each year has been well over 50,000 and has attracted the attention of the official and influential classes. During these campaigns we not only demonstrate methods of treatment, but do much advertising of important mental hygiene facts, such as: the relation of syphilis, alcohol, etc., to insanity; the relation of the insane (especially the feeble-minded) to crime and the spread of venereal disease.

The present site planned originally to accommodate 500, is now housing over 700. It is imperative that new wards be erected to receive new patients (about 400 new cases admitted per year). Recently an additional plot of land (about 70 Chinese mow) has been secured. This new land has been partially paid for, but a debt of \$35,000 remains to be provided for. Over 500 of the 700 odd patients have been brought to us by the Canton Department of Health. We contract to care for these patients at so much per capita. For some time the local government has been falling behind in payment for these patients until at present they owe us over \$28,000. Eventually we expect to be able to collect, but at present we are compelled to borrow in order to carry on. We are also under contract with the Hongkong Government to receive all cases of Chinese insane deported from that colony. The Hongkong Government has just made us an unusually generous grant of \$25,000. As our capacity is greatly overtaxed we must erect new wards on the newly acquired land in order to meet our contract.

Thus, in order to clear ourselves of debt, to provide funds for running expenses during the time of slow payment by the Canton Government and to provide new wards at once, we must raise about \$100,000.

ALLEGED HIGHWAY ROBBERS ARRESTED.

The police have arrested two men in connection with the highway robbery which took place on the Stanley Road on Wednesday when a woman and her daughter were held up by two men and robbed of jewellery to the value of \$103. The police have also recovered the stolen property.

FOR THE MARATHON.

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HOW TO RUN 100 YARDS. HOW TO SPRINT. 60 cts. Each.

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Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS, HONGKONG.

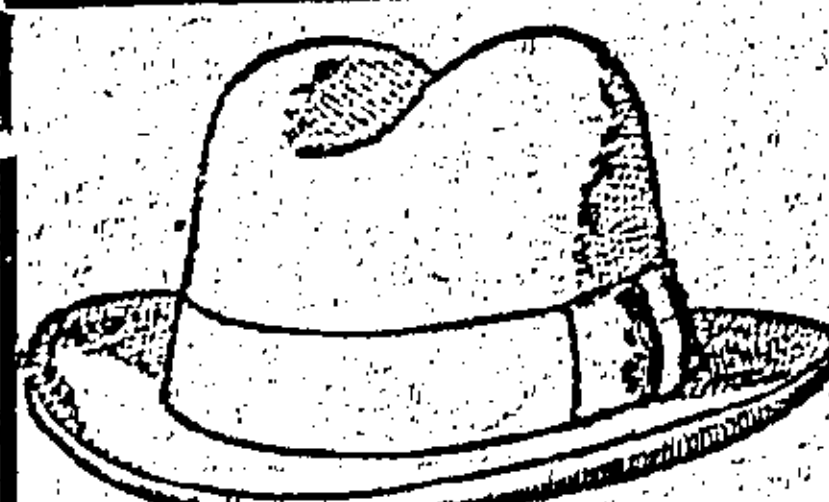
COLUMBIA RECORDS

2574 ANNIE LAUBIE...Gange, Baritone	787 I'M A ROVER...Allin, Bass
2575 O THAT WE TWO WERE MAYING	788 THE VILLAGE...BLACKSMITH
2586 QUEEN OF THE EARTH	2364 THE FLIGHT OF AGES...Herwin Contralto
2587 A BANJO SONG...Allin, Bass	2365 THE RIVER OF YEARS
2593 TOMMY LAD...Allin, Bass	2366 O RESTIN TEE LORD
	2367 GOD SHALL WIPE AWAY ALL TEARS

\$1.60 EACH

ANDERSON'S

Powell Ltd. TELEPHONE C. 3146.

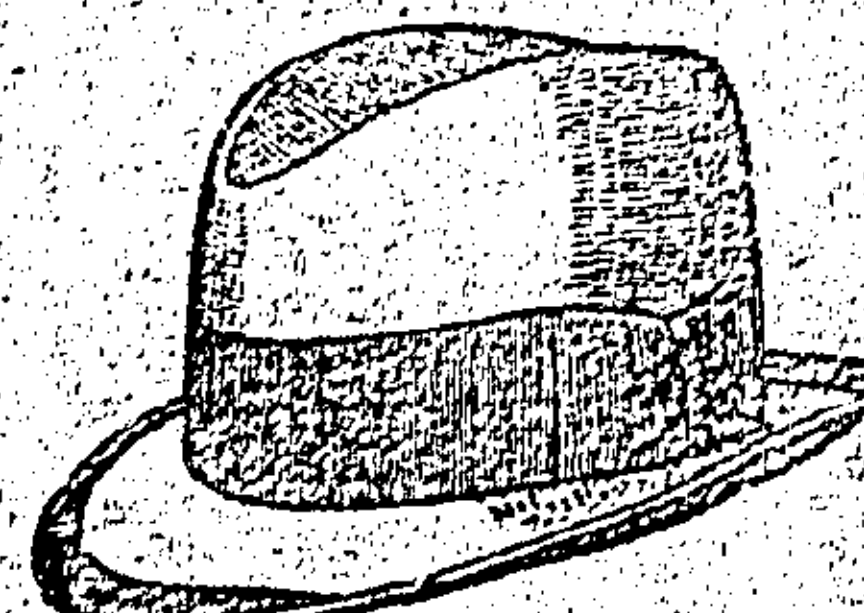


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The New GLYN HATS are well worth your consideration. The wide range of styles ensures satisfaction for each customer no matter what his taste or preference.

All FUR HATS from \$10.50.

Wm. POWELL, Ltd., Sole Agents, HONGKONG HOTEL BUILDING.



NEW ADVERTISEMENTS

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL MEETING of the HONGKONG BENEVOLENT SOCIETY will take place in the OTTIE HALL, at Noon, on TUESDAY, JANUARY 22nd. KATHLEEN L. MCKENNY, Hon. Secretary.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Ship

"GLENBENG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd January, 1924, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 22nd January, 1924, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 16th January, 1924. [211]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"BERTRAM RICKMERS" having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 23rd inst. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by NAAMLOOS VERKEERDE, CARL BODIKER & CO.'s HANDELSMAATSCHAPPIJ (LTD.), Agents, Rotterdam, Holland.

Hongkong, 17th January, 1924. [212]

NOTICE.

THE Interest and Responsibility of Mr. GEORGE WINSTANLEY BARTON in our Firm ceased as from the 31st of DECEMBER, 1923.

DOUGLAS LARRAIE & CO. Hongkong, 18th January, 1924. [202]

PARTNERSHIP NOTICE.

MR. FRANK EDWARD LAMBERT having been taken into Partnership by me, the Business will be carried on under the Name of C. H. LAMBERT & SON from Date.

C. H. LAMBERT, Cantos, 18th January, 1924. [194]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on MONDAY, 28th JANUARY, 1924, at 11.15 o'clock in the Forenoon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The REGISTER of SHARES of the Company will be CLOSED from Friday, 18th January, to Monday, 22nd January, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, L. S. GREENHILL, Acting Secretary.

Hongkong, 11th January, 1924. [195]

HONGKONG LAND RECLAMATION COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on MONDAY, 28th JANUARY, 1924, at 11 o'clock in the Forenoon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The REGISTER of SHARES of the Company will be CLOSED from Friday, 18th January, to Monday, 22nd January, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, L. S. GREENHILL, Acting Secretary.

Hongkong, 11th January, 1924. [196]

INTIMATIONS

THE HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FOURTH ORDINARY MEETING OF SHAREHOLDERS

in the Company will be held at the Office of the Company, No. 10, Des Vaux Road Central, at 2.00 P.M. on FRIDAY, 1st FEBRUARY, 1924, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 19th January, to Friday, 1st February, 1924, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hongkong, 8th January, 1924. [179]

THE BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS

will be held at the Registered Office of the Company, No. 10, Des Vaux Road Central, at 2.00 P.M. SATURDAY, the 2nd FEBRUARY, 1924, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The TRANSFER BOOKS of the Company, will be CLOSED from Monday, 21st January, to Saturday, 2nd February, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, KAN TONG PO, Chief Manager.

Hongkong, 15th January, 1924. [103]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMME OF 1924 RACE MEETING.

THE Attention of Owners is called to an alteration in the Conditions of the

Eight Race on the First Day, the CHATER CUP.

The Last Sentence should read as follows:—"Horses that have started and never BEEN PLACED in an Official Race allowed 10 lb."

By Order, C. B. BROWN, Secretary.

[183]

HONGKONG JOCKEY CLUB ANNUAL RACE MEETING 1924.

ENTRIES for the FORTHCOMING RACES

Close on SATURDAY, 19th INSTANT, at 2 P.M., and must be sent to the Jockey Club Rooms, 3A, Chater Road, on This Date.

Entry Forms are now ready and can be had at the Jockey Club Stables, the Jockey Club Rooms (Hongkong Club Annex, Chater Road), or Messrs. LINTHARD & DAVIS, Alexandra Buildings.

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TO LET.

FURNISHED HOUSE, from 22nd FEBRUARY for 8 Months, "OVERBAYS," Six Roomed HOUSE, between Deep Water and Repulse Bays, Rent \$350.

Apply A. H. COMPTON, c/o Messrs. DAVID SARNOON & Co., Ltd.

[208]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

[197]

P. & O. S. N. CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, Americas and South, Africa Ports.

THE Steamship "SICILIA" Captain

E. C. Miller, R.N., carrying His Majesty's Mails, will be despatched from this Port on or about SUNDAY, 20th JAN., 1924, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 10 A.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 15th January, 1924. [903]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI.

FURNISHED HOUSE TO LET—Modern

6-Roomed BUNGALOW, on The Peak to be let furnished for 6 months from April. Apply Box No. C, c/o Hongkong Daily Press.

[6]

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.

Hongkong, 18th July, 1923.

INTIMATIONS

BRITISH EMPIRE EXHIBITION.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

MODELS constructed by this Company, which are shortly to be despatched to the British Empire Exhibition, will be ON VIEW at the Kowloon Docks to the Public on WEDNESDAY, the 18th INSTANT, and Daily thereafter until WEDNESDAY, the 23rd INSTANT, between the hours of 9.30 A.M. and 5 P.M.

A Launch will leave Blake Pier for Kowloon Docks Daily at 9.30 A.M., 10.30 A.M., 11.30 A.M., 2.30 P.M., 3.30 P.M., and 4.30 P.M., and return to Hongkong at 10.15 A.M., 11.15 A.M., 1.00 P.M., 2.15 P.M., and 3.30 P.M.

By Order, R. M. DYER, Chief Manager.

Kowloon Docks, 15th January, 1924. [207]

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920) with which is affiliated

THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... 25,000,000

SUBSCRIBED AND PAID UP ... 22,594,100

RESERVE FUND ... 2,115,000

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WEST LONDON BRANCH:

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Bombay, Calcutta, Ceylon, Madras, Rangoon, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

C. CHAMPKIN, Manager.

22, Des Vaux Road Central, Hongkong.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000

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SOCIETE GENERALE pour Favoriser le Developpement du Commerce et de l'Industrie en France.

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BRANCO DE PARIS et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun, Hankow, Manchouli, Tientsin, Chafco, Harbin, Newchwang, Urumtschi, Dairen, Hongkong, Peking, Yokohama, Hailar, Kailash, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

[637]

INDUSTRIAL AND COMMERCIAL BANK, LTD.

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PROMPT SERVICE.

Attractive rates for all kinds of Deposits enquiries are welcome.

T. H. MAI, Manager.

[1923]

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Catalogues and Price-List on application (Enquiries Welcome).

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INTIMATION

DEWAR'S WHISKY.

Messrs. JOHN DEWAR & SONS, Ltd.

and Associated Companies hold the LARGEST STOCKS of MATURED SCOTCH WHISKY in 'SCOTLAND TO-DAY', and are therefore able to guarantee the same fine quality all over the World. They have recently secured the FAMOUS ROYAL LOCHNAGAR Distillery, at Balmoral, which is situated on the ESTATE OF H.M. THE KING. In addition they own directly or are jointly interested in NINE OTHER of the finest MALT DISTILLERIES in SCOTLAND, thus ensuring Future Supplies of our well known Brands.

"THE VICTORIA VAT" & "WHITE LABEL."

Sole Agents for Hongkong and South China:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 82 YEARS.

Hongkong Office: 14, Chater Road.

London Office: 111, Fleet Street, E.C.

The Daily Press.

HONGKONG, JANUARY 18th, 1924.

BRITISH PARLIAMENTARY TRIANGLE.

THE political position in the House of Commons is certainly interesting, to say the least. Liberals as well as Labourites seem to be revelling in the prospect of driving Mr. BALDWIN's Government into the wilderness, but what is to happen then is by no means clear. The Liberal newspapers, Reuter told us yesterday, "dwell on the potentialities of a long life for a Labour Government, provided national welfare is not subordinated to tactical niceties." Under the same proviso we conceive that there would be a long life for Mr. BALDWIN's Government; but such provisos have no existence in the political arena. The Labour Party cannot defeat the Government without the practically unanimous support of the Liberals, nor could a Labour Government exist without it. The Liberals are in much the same position as the Irish Party stood in for so many years. A cynical observer was quoted by the Times recently as saying: "Though Labour will be in office, the Liberals will be in power." It may be possible to frame an amendment to the reply to the Address from the Throne which will command the unqualified support of the Liberals, and thus defeat the Government, but we do not see how a Labour Ministry could exist a week without the continued support of the Liberals. In the cables yesterday mention was made of "a tacit Liberal-Labour agreement," but whether that extends beyond a vote of no-confidence in the Government is not clear. It would be strange if it did, for a month ago each Party was expressing itself strongly against coalition—none more so than the Labour Party. The National Executive of the Labour Party passed a resolution rejoicing that the Parliamentary Labour Party was to continue to be the official Opposition in the House of Commons, and declaring its opinion that "should the necessity for

forming a Labour Government arise, the Parliamentary Party should at once accept full responsibility for the Government of the country without compromising itself with any form of coalition." The General Council of the Trades Union Congress passed a resolution embodying an identical declaration. At an Independent Labour Party demonstration in Glasgow a telegram was sent to Mr. MacDONALD declaring:—"No coalition under any circumstances. Labour alone is competent and willing to govern." Mr. JOHN WHARTLEY, M.P., who seems to have been the principal speaker, declared that "if the Labour movement, at the present stage in its history, were to compromise itself by allying itself with Liberalism, it would be the greatest betrayal in political history. Liberalism and Labour were as wide apart as the poles." Yet it is only by the support of the Liberals that the Labour Party can hope to oust the present Government and hold office itself.

We do not know whether Mr. BALDWIN acted on the advice of the City of London Conservative Association when it urged him to approach Mr. ASQUITH to assure him of Conservative support if he were willing to form a Government, but this week's proceedings in the House of Commons make it clear that the talk of a Liberal-Conservative fusion has proved futile. Events so far have shaped themselves pretty much as they were predicted in the Times a month ago when it said: "The general view was that with a little tactful negotiation some common ground would be discovered on which the Government would be defeated at an early date next year. In this case a Labour Government would be formed immediately, without any help or co-operation from the Liberals, and the Liberals make it clear that, should the new Government introduce anything in the nature of a capital levy, they would not have the slightest hesitation in uniting with the Unionists to bring it down. In this case the probable sequel would be an invitation to Mr. ASQUITH to form a Government, which would doubtless receive Unionist support to carry through the pressing financial business. On the other hand, there was a strong feeling that the Labour Party's initial programme would be a modest one, mostly of a Liberal character, which the Liberals could fairly support." This has been made clearer since. We see that at the beginning of this month, Mr. J. H. THOMAS, P.C., referring to "attempts to intimidate people at the prospect of a Labour Government," said none of the foolish things prophesied would be attempted, and if they were, Labour would soon get an answer it would deserve in the division lobbies of the House of Commons. The "foolish things prophesied" which Mr. THOMAS had in mind are not specified in the summary of the speech we have seen, but we may assume that the Capital Levy is one of them. That would certainly be defeated decisively in the division lobbies. Mr. THOMAS said Labour would attempt to establish peace abroad and would make a real attempt to establish a substitute for doles. These, of course, must be primary objects in the programme of any Party. It is the means by which these objects are to be achieved that interests us, and these have yet to be revealed. We shall not apparently have long to wait for the information.

The advent of a Labour Government is certain to have for a time a very disturbing effect, but it is reassuring to have a man like Lord KINCARNE publicly saying that he does not share the apprehensions with which many people regard the possible advent of the Labour Party to power. "If they ever form the Government of this country," his lordship said, "they will have reached that position by strictly constitutional means, and they will be entitled to the consideration and fair play which British Ministers expect and deserve. I do not agree with their programme and I know their programme would not agree with me. But, after all, no section of the community has more interest in the welfare and stability of the country and its institutions than the great body of weekly wage-earners. Any blow to trade, anything that weakens British credit, anything that checks private enterprise, or hinders the adventurous use of capital for the production of more wealth, would have instant and terrible reactions upon the workers of the country, because it would menace their very livelihood. I think we can trust the common sense of the Labour leaders to recognize this, to keep their wild men in order, and not to play the wrecking game. I have a great faith in the sobering effect of

responsibility. I am free to admit I have experienced it myself." It is worth mentioning in this connection that all the nine Communists who ran as Labour candidates in the recent election were defeated, and this is considered in Labour circles to have relieved the Labour Party—only temporarily—of an acute embarrassment. "It would have been extremely awkward," wrote the Labour Correspondent of the Times, "to have open and avowed followers of LENIN and Trotsky sharing now in the councils, and helping to shape the policy, of the Parliamentary Labour Party. The business of convincing the British electorate that men who are called upon to acknowledge the Communist International as their supreme political authority are fit and proper representatives of English and Scottish constituencies would be supremely difficult."

Mr. G. P. de Martin, M.B.E., R.A., will present the prizes to the successful students of Sacred Heart School on Saturday, the 26th inst.

The Dutch s.s. *Tjondari*, which arrived from Batavia yesterday, reports the death on board of Mr. C. F. Danmiller, a first saloon passenger.

Special police patrols are to be again instituted at Canton in view of the approach of China New Year "when robberies are likely to increase."

Mr. W. N. Masterton, Deputy Surveyor-General of Ships at Singapore, has just retired after more than 30 years in the East, close on 27 of which were spent in the service of the Straits Government.

Having taxed the landlords of Canton to the limit, the Canton Government is now demanding from the tenants the equivalent of one month's rent. Is there any other people in the world who so meekly submit?

Another conference of high military and civil officials was held at Canton on Wednesday under the presidency of the Generalissimo, to discuss the projected Punitive Expedition to the North, and measures to be taken for the unification of China.

A Chinese woman was found dead outside a smashed under mysterious circumstances at Lung Chan Chang on Wednesday. She had been dead some time and it is thought that she had fallen from a motor bus running in that vicinity. The police are investigating the case.

We understand that the Secretaryship of the Royal Hongkong Golf Club has been offered to Lieut.-Colonel Matthews, R.G.A., retired, who is now living at home. While in the Army he served for two periods in Hongkong and on both occasions figured prominently. As a cricketer, and on the occasion of his second period of service, as a Major, he was also an enthusiastic golfer. He will make a popular secretary.

The claim to the \$8,000 which was picked up in the street by a Chinese boy on New Year's Day, has been substantiated by a Chinese who had just returned from Canada. His statement was that he dropped the roll of bank notes in Des Vaux Road West whilst shopping. The boy was rewarded for his honesty with \$500, whilst the boy's master, who was instrumental in turning the money over to the police, received \$300.

We regret to learn that the Right Rev. Pozzoni, Bishop of Tavia and vicar Apostolic of Hongkong, is lying seriously ill at his residence, the Mission House, Glenelg. Bishop Pozzoni two weeks ago had rather a bad heart attack. Since then he has had two further heart attacks, the last being on Wednesday evening. His condition is considered very grave, necessitating the constant attendance of his medical advisers. On enquiry at the Bishop's house last night we were informed that he was slightly better, and providing he did not have another attack he would survive the night.

Mr. N. L. Brewer, who was the counsel for the defence

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH PARLIAMENT.
PARTY LEADERS PREPARE FOR
MONDAY'S DIVISION.

LONDON, January 16th.

Party leaders are urging their followers, if possible, to remain in London over the weekend to ensure their presence at the House of Commons division on Monday.

EARLIER CABLES.

DEBATE ON THE ADDRESS.

LONDON, January 16th.

The House of Commons was crowded on the assumption of the debate on the Address.

In the course of a lengthy statement on foreign affairs, Mr. Ronald McNeill, warmly replying to the indictment of the Government's foreign policy, pointed out that the foreign policy had been essentially continuous. If there had been gross mismanagement during the past five years then the Government's chief critics were most largely responsible. He was of opinion that Mr. Lloyd George would agree that if Mr. Ramsay MacDonald was going to the Foreign Office with a broad foot and a big head to stamp upon Mr. Poincaré with a view to establishing peace in Europe, he would find he was in for a very heavy disillusionment. (Ministerial cheers).

THE SEPARATIST PROBLEM.

Mr. McNeill claimed that the Government had lost no opportunity to enlist the assistance of the United States or to take any means open to them to arrive at a solution of the Reparations question. As regards separation in the Rhineland the Government's attitude had been that they were unable to sanction any separation amounting to a declaration of independence of the States forming part of the Reich which would take them outside the Reich, because that would alter the whole situation with regard to the Treaty, but if they wanted Home Rule inside the Reich, Britain would not interfere provided there was a sufficient demonstration that it was the will of the people themselves. Obviously in the greater part of the Rhineland the separatist movement was not spontaneous and, owing very largely to the influence of Britain as supported by Belgium it would come to a natural end, but in the Palatinate it had assumed graver proportions. At first it appeared it might be genuine but lately the Government had concluded that it was not genuine and believed that if it were left to itself it would very soon collapse. The Government had sent Mr. Clive to the Palatinate to ascertain the facts, and this had caused a certain amount of additional Anglo-French friction but he greatly hoped that such friction would soon be smoothed and that Mr. Clive's report would enable the Government clearly to determine its action.

BRITAIN'S PRESTIGE STILL HIGH.

Mr. McNeill defended the Government's policy with regard to the Ruhr and claimed that those criticising the Government on the ground that British prestige had been lost were wrong. General Harington had said that British prestige in the Near East was never higher, and Lord Alton had said the same about Egypt. One of the Dominion leaders at the Imperial Conference had told him that wherever he went he found that the one country whose moral approval or disapproval counted was Britain. Mr. McNeill concluded by saying that according to all reports Mr. Ramsay MacDonald was himself going to the Foreign Office, and Mr. McNeill confidently predicted that before many months Mr. Ramsay MacDonald would tell the House of Commons that he had been completely disillusioned.

REPARATIONS.

Replying to Mr. Lloyd George, Mr. Neville Chamberlain said that Germany have now agreed to give an undertaking for the eventual reimbursement by German exporters in connection with our Reparations Recovery Act and that a German representative was on his way to England to discuss the method. He detailed the steps taken to ensure that the big stocks of steel accumulated in the occupied territories, estimated at from two to three-and-a-half million tons, should not be disposed of in any way likely to dislocate world markets. A British Commission was proceeding to the Ruhr and Britain had suggested the establishment of an Inter-Allied Disposal Board. The French had arranged not to license export for 1922.

Replying to Sir John Simon, Mr. Chamberlain thought that the present reparations kind was less than before the occupation of the Ruhr and he was of opinion that in view of Mr. Poincaré's assurances that no industrial arrangement between French and German firms had hitherto been made that the British Government would be given the fullest chance of expressing the views if any such arrangement were proposed.

(Continued on last of next column.)

LATEST CABLES.

PREPARING FOR RAILWAY
STRIKE

RAILWAY COMPANIES CONFIDENT.

LONDON, January 16th.

Bicycles and motor-cycles are undergoing an overhaul in anticipation of the beginning of the railway strike on Sunday at midnight.

The railway companies express confidence in their ability to run a good service with drivers who do not belong to the affected union.

LABOUR POLITICIANS
EMBARRASSED.

The situation is naturally embarrassing political Labourites on the eve of taking over Government. This explains Mr. Henderson's activities yesterday, which, it is understood, were in the nature of sounding opinion as to the possibility of a settlement. In a subsequent statement Mr. Bromley said he "did not see a ray of hope."

EARLIER CABLES.

STRIKE OF GERMAN SEAMEN
GERMAN SHIPOWNERS' PROTEST.

LONDON, January 16th.

Replying to Reuter on the proposal that a conference of German shipowners and striking German seamen should be held in London under the auspices of the British National sailors' and firemen's Union, the German shipowners declare that a discussion with the British unions about German wages is completely out of the question. If British and German wages are to be compared, account must be taken of the total difference in the situation in the United Kingdom and in Germany. Since November 1st the German seamen's wages have been fully paid in gold currency based on the dollar, and therefore are independent of all currency fluctuations.

INTERNATIONAL LOAN TO
HUNGARY.

LONDON, January 16th.

A sub-committee of the League of Nations, including Mr. M. Bethlen and Benes, met privately at St. James Palace to consider the proposed international loan of ten millions sterling to Hungary. It is understood that Mr. Clavel, the French representative, urges that the loan should be for a shorter period than the twenty years originally planned, but Lord Robert Cecil, the British representative, is opposed.

STERLING RALLIES

LONDON, January 16th.

Sterling on New York rallied to 42 1/2. French francs to 91.05 and Belgium 101, due to the contemplated French Government financial reforms.

ENGLISHWOMAN KILLED
IN MEXICO.

Mexico, City, January 16th.
Mrs. Norman Brown-Care, the wife of a British mining engineer, was killed by a stray bullet during the fighting at Tapachuca.

LATEST CABLES.

HOME FOOTBALL
CUP REPLAYS.

LONDON, January 16th.

The football cup replays resulted as follows:—
Southampton, 1; Chelsea, 0.
Brighton, 1; Barnsley, 0.
Gillingham, 0; Cardiff, 2.
Bolton, 4; Hull, 0.

TANGIER CONVENTION.

Mr. Ronald McNeill made a lengthy statement with regard to the Tangier Convention. He emphasised that the agreement had secured the permanent neutralisation of Tangier and the maintenance of the open door by establishing an international regime which would effectively prevent any one Power being predominant.

Mr. Lloyd George asked who controlled the Ports and Mr. McNeill said that the share capital of the International Company would be distributed as follows:—France thirty per cent, Britain and Spain twenty per cent each, and the Sherifian Government, the International Administration and other countries ten per cent, consequently only thirty per cent was in the hands of France.

Opposition cries of "No" and, "What about the Sherifian Government?"
Replying to Mr. Lloyd George, Mr. McNeill said he was confident that the Commons would be given an opportunity of discussing the Agreement if it desired.

Replying to Commander Bellairs, Mr. McNeill was unable to say whether the Committee of Defence approved of the Convention before the signature.

Col. John Ward declared that the agreement practically handed over the port to France.

Mr. Penney suggested that France should be asked for an assurance that she meant to honour her debt obligations towards Britain and that she and others will pay something on account until a final adjustment is made.

The House adjourned until to-morrow when the Labour no-confidence amendment will be moved.

EARLIER CABLES.

LABOUR UNREST AT
HOME.TRANSPORT WORKERS DEMAND
HIGHER PAY.

LONDON, January 16th.

At the close of the conference of the port employers and the transport workers' union on the latter's claim for an increase of dockers' wages all over the country by two shillings a day, it is announced the employers have informed the union that they are unable in the present condition of trade to concede any increase of wages. The union is reporting the matter to a delegate conference. In view of the determination of the locomotive engineers' society to strike, importance is attached to the unexpected visit to their headquarters to-day of Mr. Arthur Henderson, the secretary of the Labour party. It is believed this is connected with efforts at mediation.

SEPARATIST DESPOTISM.

SUPPORT FROM FRANCE

ALLEGED.

MANNHEIM, January 16th.

In the course of conversations by Mr. Clive with representatives of all the political parties of the Palatinate, also the heads of the Catholic and Evangelical churches, it was asserted that only by the protection of General Demetz and the French district authorities were the Separatists able to occupy the Palatinate. The delegates handed Mr. Clive a manifesto declaring that the Palatinate would never submit to the despotism of the so-called Separatist Government.

LATEST CABLES.

AIRSHIP "SHENANDOAH"
ADRIFT IN GALE.FIGHT AGAINST A THIRTY-MILE
GALE.

LAKEHURST, January 16th.

The Shenandoah has ridden out the storm and is returning home.

A wireless from the Commander, when over Keyport, says that all six engines were working against a thirty-mile gale and preparations were being made to land in two hours.

AIRSHIP SAFELY HOUSED.

LATER.

The Shenandoah was safely housed at 4.10 this morning. All aboard are well and the airship is undamaged except for rents in the outer bag where the nosecap was torn loose from the mooring mast.

EARLIER CABLES.

MAY BE CARRIED TO CANADA.

LAKEHURST (New Jersey), Jan. 16th.
The giant naval dirigible Shenandoah, which is earmarked for a naval aerial expedition to the North Pole this summer, broke away from her mooring mast in the course of a gale, with a crew of thirty, while under going a test. Apparently the Shenandoah is damaged, for fragments of the outer rigging fluttered to the ground. The wind is blowing at the rate of fifty-five miles an hour.

LATER.

Efforts to reach the Shenandoah by wireless have proved fruitless. The storm broke out early in the afternoon. Captain McCrury, who was aboard when the vessel broke away, was confident, however, that she would hold. Officials believe that the airship will be carried to Canada. Officers point out that there is no danger of an explosion, as the airship is filled with helium.

The dirigible was last seen drifting north-westwards in heavy wind and rain.

WESTFIELD, January 16th.
The Shenandoah passed here at considerable speed, flying low, with her engines roaring. The crew apparently trying to turn the airship against the wind.

New York, January 16th.
The Captain of the Shenandoah has sent a wireless message saying "All O.K. Will ride out storm. Holding our own."

MR BORAH'S VIEW OF
FRANCE.

WASHINGTON, January 16th.
Mr. Borah in the Senate referred to the French war debt, and drew attention to the fact that France, while unwilling to come to a settlement with the United States, was lending large sums to European Governments. Mr. Borah characterized France as the greatest military power that Europe had ever known, and declared American taxpayers were meeting the cost of her army of seven hundred and thirty thousand men as surely as if it was their own.

Mr. Borah read extracts from speeches made by French and Italian statesmen, and declared: "They are preparing their own consciences and the consciences of their people for a repudiation of their debt." He acquiesced the Italians and French peoples as a whole of entertaining such a proposition just yet.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

JAPANESE POLITICAL CRISIS.

TOKYO, January 16th.

A new situation in the political crisis has developed as a result of the split in the Seiyukai Party; five leaders of which announce their disagreement with the President.

Viscount Takahashi (leader of the Seiyukai Party) will organize a new party, which, it is understood, will support Mr. Kiyoura (President).

NERVOUSNESS IN TOKYO.

TOKYO, January 16th.

Reports coming in show that the earthquake situation is practically the same as outlined in Reuter's despatches of January 15th. Nervousness was general throughout Tokyo during the night, owing to wide and wild rumours, but while there were a few mild tremors, nothing worthy of note has occurred since six in the morning of January 15th. The death toll is about thirty, all Japanese, none being notable. All communications have been restored, though there is considerable delay in despatching telegrams.

CHINESE MISSION AT BRADFORD.

LONDON, January 16th.

The Chinese Industrial Mission has visited the headquarters of the Bradford dyers' association and inspected samples of dyed woolen, cotton, and artificial silk goods suitable for the Far Eastern trade. Subsequently the mission attended a conference with the council of the Bradford Chamber of Commerce, and fifty members specially interested in Chinese trade, where the subjects of trade marks, Chinese inland transport, and a reduction in weight for sample postage were raised. The missioners promised to bring these matters before their Government on their return. The mission and prominent Bradford business men were entertained to lunch by the Lord Mayor, and the mission later visited the Salford mills where they met the wool and allied trades industrial council.

LATEST CABLES.

THE MEXICAN IMBROGLIO
REBEL BLOCKADE FAILS.

TAMPICO, January 16th.

The blockade ordered by Huerta did not become effective as the Rebel ships have disappeared and shipping of all classes entered and cleared yesterday unhindered. Railway traffic also is unimpeded.

EARLIER CABLES.

U.S. WARSHIP MEETS WITH
MISHAP.

MEXICO CITY, January 16th.

The American Chargé d'Affaires has obtained the Oregon Government's permission for two United States warships to visit Vera Cruz and Tampico. The United States cruiser Tacoma is now en route to Mexico City to negotiate a loan of 25 million pesos to the Oregon Government.

GALVESTON, January 16th.
The cruiser Tacoma, on the way to Vera Cruz, has gone aground on Bantaulillas reefs, sixteen miles from Vera Cruz, and has wrecked to the American Consul at Vera Cruz that unless two strong tug boats arrive within two hours it may be too late to pull off the warship.

The United States light-cruiser Richmond is standing by the Tacoma. The U. S. Government is sending naval tugs.

AMERICA'S WAR DEBTS.

WASHINGTON, January 16th.

President Coolidge has nominated Mr. Edward N. Hurley to the Democratic vacancy in the debt funding commission. The President has sent Congress an agreement for funding the Finnish war debt to the United States of nine million dollars on which payments have already begun.

SENSATIONAL CHARGES IN
U.S. SENATE.

WASHINGTON, January 16th.

The Democrat Mr. Garaway, caused a sensation in the Senate by accusing Secretary Fall of a betrayal of his trust by leasing the oil reserves. He charged him with selling American fuel to speculators, one of whom boasted he was going to make a hundred million dollars as his share of the loot.

DAMAGE TO "LEVATHAN"

New York, January 16th.

The S.S. *Leviathan*, which went aground in the harbor on December 21st, sustained a quarter-million dollar damage. Repairs will not be completed before April 1st.

OUR LONDON LETTER.

DEFEAT OF THE GOVERNMENT AT
THE GENERAL ELECTION.WHY THE WOMEN'S VOTE DECIDED
THE ISSUE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 13th.

AFTER THE ELECTION.

Mr. Baldwin made his appeal to the country in haste, and now he and his Party, which his action has disabled, are left to reflect at leisure. There is reason to believe that they will not only reflect but repeat. At the time of writing, a few results have still to come in to complete the total list of members of the House of Commons, but these can make no substantial difference to the state of the parties. At the Dissolution we had the Government safely carrying on business with the comfortable working majority of 77 over Liberals and Labour combined; now this majority has completely disappeared, and has been converted into a minority of about 90.

This is, indeed, a formidable and crushing defeat, and the temper of Conservatives may well be imagined when I state that on every side I hear vigorous denunciations of the leaders who are responsible for the present situation. The bitterest thought in the minds of the rank and file of the Party is due to the consideration that there was no need for a General Election at all. What everyone was wanted was a period of stability and tranquillity in national affairs which Mr. Bonar Law had pledged himself to ensure when he took office a year ago. The late lamented head of the Government wisely saw that the country needed rest and time to recuperate. There were signs this Autumn that trade would improve, but the upsetting effects of a General Election has deferred anything of the kind for the time being.

WHO WAS RESPONSIBLE?

In previous articles I pointed out quite clearly that the Conservative Party as a whole did not want a General Election. The Government were secure in office for another three or four years, at least, barring some very bad blunder on the part of Ministers. Mr. Baldwin determined to make the plunge, which involved the risk of smashing his Party—an achievement he has accomplished to an extent that enables the more candid of his friends to enjoy the negative pleasure of saying, "I told you so!" He is blamed on all sides—in business circles, in the West End political clubs, and in the Conservative newspapers.

The story most in circulation to account for the Prime Minister's rash election tactics is that he was persuaded against his better judgment by the younger hot-heads of his own Party. In this connection Sir Philip Lloyd George, President of the Board of Trade, and Mr. Amery, the First Lord of the Admiralty, are specially signalled out for censure. Mr. Baldwin, however, states that he alone is responsible—and, of course, this is accurate enough, since he is the Premier, and as a loyal man he would not go back on his friends and colleagues.

TAKEN AND NOW.

There is one rather extraordinary fact which is the subject of comment. Last May the Prime Minister made the most earnest overtures to Sir Reginald McKenna, the former Liberal Chancellor of the Exchequer and one of the most unyielding Free Traders in Great Britain, to join the Cabinet as the Chancellor. But the plan miscarried, because, for good or ill, the Conservative Die-Hards would have nothing to do with a Liberal, however eminent, and, again, Sir Reginald McKenna would not agree to fight a bye-election. Efforts were made to get him a seat, but nothing came of it.

It is surprising to reflect that the Prime Minister who wanted an out-and-out Free Trader at the Treasury in the early Summer is the same Prime Minister who told the country in the Autumn that Protection was the only cure for our financial ills, especially unemployment, and that he took the risk of smashing his Party to carry his ideas into effect. It is, of course, impossible to reconcile these two opposite opinions, and there is nobody capable of solving the riddle. What was it that converted Mr. Baldwin? Possibly we shall have to wait until some political gossip in possession of the facts commits what the late Lord Salisbury used to call a "blazing indiscretion," and tells the world the truth.

THE WOMEN'S VOTE.

As to the verdict of the polls, there can be no doubt that this country will not have Protection. For the second time in about twenty years the attempt of the Conservatives to make it our fiscal policy has ended disastrously for the Party. During the General Election just ended great play was made by the Government supporters, and also the Liberals to a lesser extent, with the danger of a Capital Levy proposed by the Labour Party.

The country was warned from thousands of platforms that we should be ruined if Labour received the votes of the people. But, as a matter of strict accuracy, the Capital Levy bogey played little or no part in deciding the issue. For one thing, the vast majority of voters do not understand what a Capital Levy means—imagine the facility of discussing the subject at meetings of agricultural labourers—and they care less. Even if there was a Capital Levy the "orner" "anded" sons of toil felt it would not greatly affect them. They were far more interested in the present high price of beer.

The real issue of the election was Free Trade, and the working-classes voted solidly in favour of its maintenance. Free Trade or Protection was definitely the issue on which Mr. Baldwin went to the country, and, in spite of many red herrings that were thrown across the trail, it was on this question that the election was decided. It was the women who decided the fate of the Government.

They absolutely refused to vote for Protection in any shape or form, and the promises of the Prime Minister not to put a tax on imported meat or wheat were ignored. It might or might not be true that food would not be taxed and prices raised; the women believed the cost of living would be increased—if not food, then other things; hence the impressive defeat of the Conservative Party.

PUBLISHING THE RESULTS.

The arrangements made for publishing the results of the election were more elaborate and complete than any previous occasion. At the G.P.O., a special staff of expert telegraphists to the number of 500 were on duty from 9 p.m. on Thursday (December 13th), when the Borough polls began to come in, till Friday night, by which time the results were complete with the exception of a few University seats and far-away Orkney and Shetland. It is stated that so well had all the details been worked out for transmission of the polling that Australia and other distant places had the news before Londoners, who depended on the morning papers, were aware of what had happened.

But otherwise, leaving the papers out of account, Londoners had plenty of facilities for knowing how the battle had gone against the Government. Special dinners, suppers, and dances were arranged at the West-End hotels, restaurants, and other places, and the figures were posted or called out as they came in in quick succession on the Thursday night. People in the streets learnt the results by means of electrically-lighted screens at prominent centres; and, of course, the Picture Theatres gave important results between the acts, while thousands heard the news broadcasted by wireless.

ROLLER-SKATING CRAZE.

By all accounts, London is in for a revival of the roller-skating craze. One observer of passing fashions in such matters states that the taste for roller-skating comes round in cycles, and that, according to the rule, a boom in roller-skating is now due, seeing that the last one died down in 1911 when it assumed the dimensions of an epidemic. This time, however, there appears to be something more than the vagaries of fashion to be reckoned with.

A number of prominent medical men have apparently discovered that roller-skating is not only excellent exercise, especially for women, but is an admirable nerve tonic. With such strong backing it is not surprising that the branch of trade interested in the manufacture and sale of roller-skates is preparing for a great revival, and I have no doubt that if it had not been for the General Election, which has occupied the attention of the Press, to the exclusion of so many other things, the beginning of the boom referred to would have been widely noted before now.

MORE GREAT FLYING.

The greatest possible interest is shown in the achievement of Mr. Cobham in flying from Lymington, in Kent, to Brussels on a tiny aeroplane, propelled by a 6-h.p. engine, and seven shillings worth of petrol. The machine is so small that it can be kept in any ordinary-sized garage, or, as one enthusiast says, the wings can be folded like a domesticated little bird and put to sleep at night in the tool shed. The point which has attracted public imagination is the great possibilities of the small machine. It puts flying within the reach of a comparatively poor man; just as the small motor-car is useful for business or pleasure to those who cannot afford a Rolls Royce.

Mr. Cobham's flight marks a new departure in aviation. If you can take out your small plane, spread its wings, and land outside Paris or Brussels, or fly from London to Yorkshire or the Lake District for no more than three guineas would cost you, it is evident that before very long there will be no lack of pilots to take the air.

THE "MORNING POST."

In Fleet Street interest is being taken in the future of the *Morning Post*, which, by all accounts, is shortly to pass from the control of Lady Bathurst to that of the Conservative Party. A group of Conservatives with Mr. F. S. Jackson, the Chairman of the Party, at their head have carried on negotiations for some little time, and it is expected that an announcement is to be made almost at once on the subject.

An important fact is that some of the men who have brought the negotiations to the present stage are on the directorate of the *Yorkshire Post*, and this has led to statements of a general character to the effect that the two papers will be run in some kind of loose association; but this is incorrect and may be dismissed at once. For the rest, the new moneyed interest in the *Post* will not affect its policy in strong support of the Conservative cause, although the tone of the leading articles may possibly be less aggressive towards those who dislike extreme opinions on certain public questions, such, for instance, as Protection and Free Trade, or the Irish Free State.

ELECTION GAMBLER.

The end of this week will see some very long faces on the Stock Exchange over the election. There has been a regular gamble on the majority the Government was expected to get. The idea mostly held being that Mr. Baldwin would win, with a working majority of anything from 20 to 50. So there were shares in "majorities." Say the "price" was 28. If the Conservatives had had a majority of 30, the gambler would either win or lose; but if the majority had been 50 he would have won £30, and, per contra, if it had been 20 he would have lost £10. There was one point of £1 to win or lose above or below the "price." As matters handily there are big losses in many cases—up to £10,000 and even over. What a game!—H.B.

When prices are rising rapidly, allowance must always be made for the rate of depreciation of the currency unit in estimating true profits.—*The Statist*.

MADAME FLINT

NOW
IN
NEW
PREMISES



OLD POST OFFICE BUILDING
CORNER PEDDER ST. AND QUEEN'S ROAD

STRANGE BREACH OF PROMISE CASE. IMPOVERISHED MARQUIS AND WEALTHY WIDOW.

The love story of Marquis de Barral de Pontevras was terminated so abruptly that he found it necessary to institute an action for breach of promise against the lady, a wealthy American widow, who is now the Comtesse de Beurepreire.

In 1910 the Marquis retired from the French army, in which he was a cavalry officer, and settled at the Villa Soleil in the Var. At that time his income was put at 30,000fr. Four years later, through the intermediary of a Paris priest, he made the acquaintance of Mrs. Thompson, the widow of an American manufacturer. He was 45 and the widow 43 years of age. When they were introduced the Marquis went to the front and rose from his lieutenant to the rank of major. Meanwhile Mrs. Thompson had gone to America, but returned in 1913. While he was in the trenches in Champagne the Marquis received a coloured postcard representing a fair woman seated on the coping of a well and holding in her hands a turtle dove, while two more doves were at her feet. The card bore the words "God protect you." The Marquis replied immediately, and a correspondence began. During his periods of leave from the front he was a great deal in the company of the American widow, and made it a point of honour to pay for everything. One day, however, he made the discovery that his income of 30,000fr. had been reduced to 8fr. Mrs. Thompson is reported to have counselled him with the assurance that she was wealthy enough for two. He was asked to prepare the Villa Soleil for the honeymoon in 1921. While the alterations were being made the Marquis received the following telegram: "Paris impossible. Letter follows." The only news the Marquis had heard of Mrs. Thompson since then was that she had married the Comte de Beurepreire. He is claiming 500,000fr. damages and restitution of the money he had spent on Mrs. Thompson.

Letters have been produced in support of the Marquis' claim. In one of these Mrs. Ferriss Thompson, is represented as having offered to accept the Marquis as "an honorary husband" that is to say, she was willing to go through a "white" marriage with him which she thus defined: "In spite of my affection for you, I feel that love does not exist. If you agree to live at my side as a comrade, if you leave me all freedom, physical and moral, if you respect my ideas of independence, if our union is to be a free union, I agree to marry you." In another letter the lady is reported to have offered the Marquis a position as her secretary at a salary of 20,000fr. a year.

Maitre Jalla, counsel for the Comtesse, asked what man would consent to be the husband of a woman, who could, either have him by her side or send him off just as she pleased. Where was the honest man who would accept a bargain of this kind? Counsel, dealing with the suggestion of a marriage that had not to be consummated, made a statement which tickled American auditors in the court. The arrangement proposed by the Comtesse, who was of French origin—she was Mlle. Grasset, of Montpellier, before she married the Comte de Beurepreire—did not, he said, agree with her original views on marriage, and he thought the only excuse for her was that she had lived for a long time in the best American society, "where ideas on marriage are not the same as ours." (American laughter in court.)

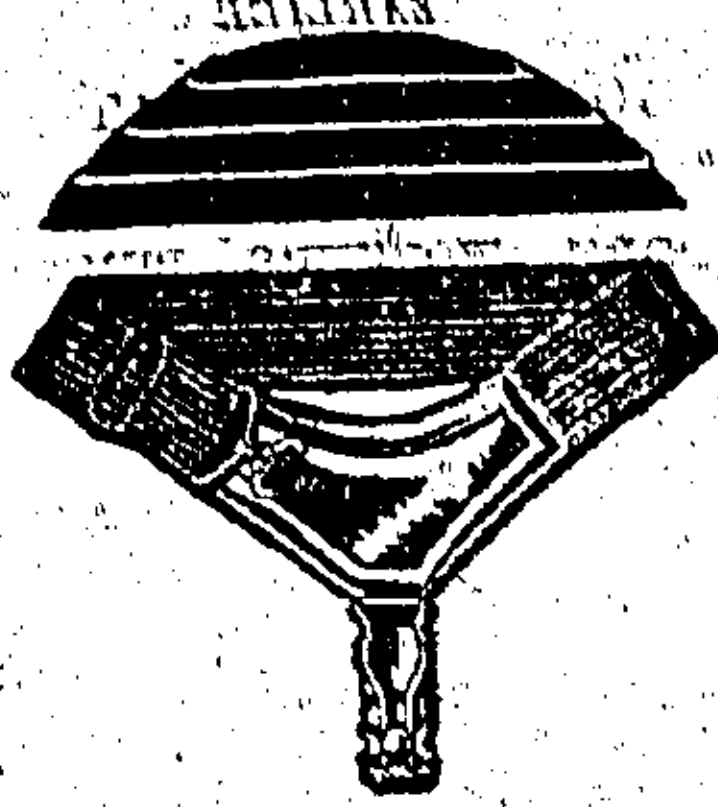
In his claim the Marquis had stated that he had been ruined by his excessive expenditure on the lady. But according to counsel for the Villa Soleil in the Var was not fairly properly, while in the Riviera there were no illusions as to the Marquis' supposed fortune. The Marquis had, in fact, known difficult times, and had been obliged to utilise his talents as a pianist and make a tour of the world's member of a jazz band. The Marquis listened to this evocation of his past without turning a hair, but now and again passed to his counsel one of 600 letters which, it is said, his despatch contained. However, his counsel protested. His client was a poor man reduced to living in furnished lodgings, and he was wrong in placing confidence in an astute woman.

Returning to the attack, Maitre Jalla declared that by the advice of the Marquis the widow had made some bad investments, and that at the time of his engagement with Mrs. Thompson he wrote to another woman: "I never loved, and will never love, anyone but you." The Marquis demanded the return of his gifts. These, counsel explained, had been forgotten in a lumber room, where they had been discovered by a servant. He handed them over to the Court, "to show what poor things they were."

MARRIAGE LAW IN EGYPT.

Henceforth Egyptian boys under eighteen and girls under sixteen years of age are forbidden to marry by an enactment passed by the Council of Ministers, says the Cairo correspondent of the Times. The new law is a striking justification of the Egyptian Women's Union founded in 1921, by Madame Huda Sharawi Pasha, a widow of great wealth, who has since her husband's death devoted time and money to creating and developing the women's movement in Egypt. Recently the Union issued a programme, of which fixing a minimum marriage age was the most prominent feature, which was urged with such persistency that the Government eventually felt compelled to capitulate. The marriage of young girls, often under fourteen years of age, sometimes younger, to men old enough to be their fathers, has long been a national disgrace and might have continued indefinitely, but for the efforts of the Women's organization.

By his will, proved at 294,960, Mr. C. B. Durant, of Emperor's Gate, South Kensington, left 25 each to the Eton Mission and Hospital, the Florence Nightingale Hospital for Gentlewomen, and the Cancer Hospital.



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Billious?

Everybody is so at times and in many cases it makes life a burden. The fault is with the stomach, liver and kidneys. When the digestive organs are out of order,

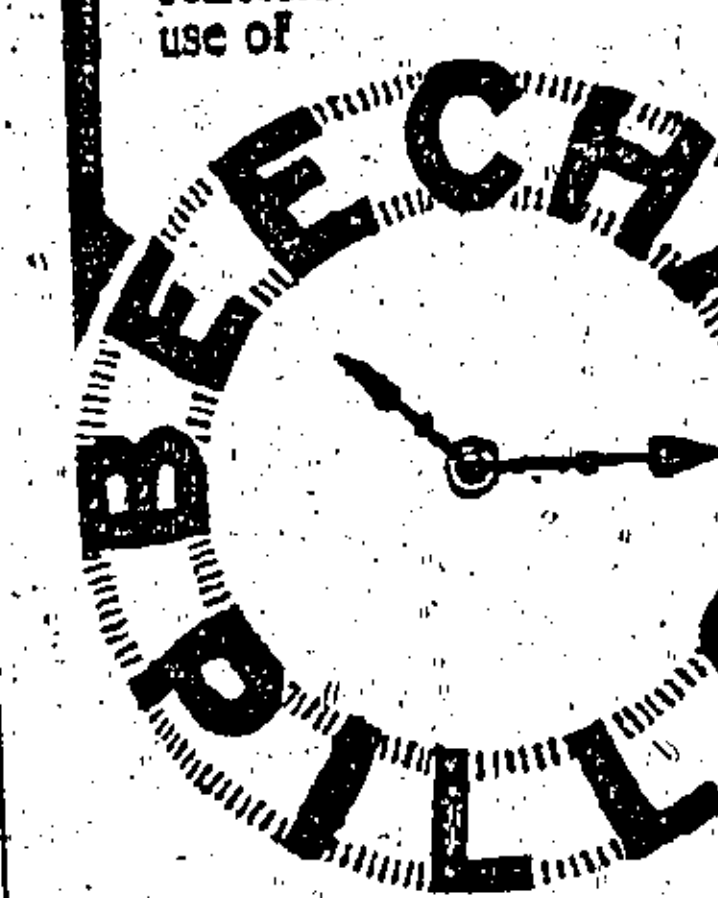
It's time to take

Beecham's Pills; they will set them right.

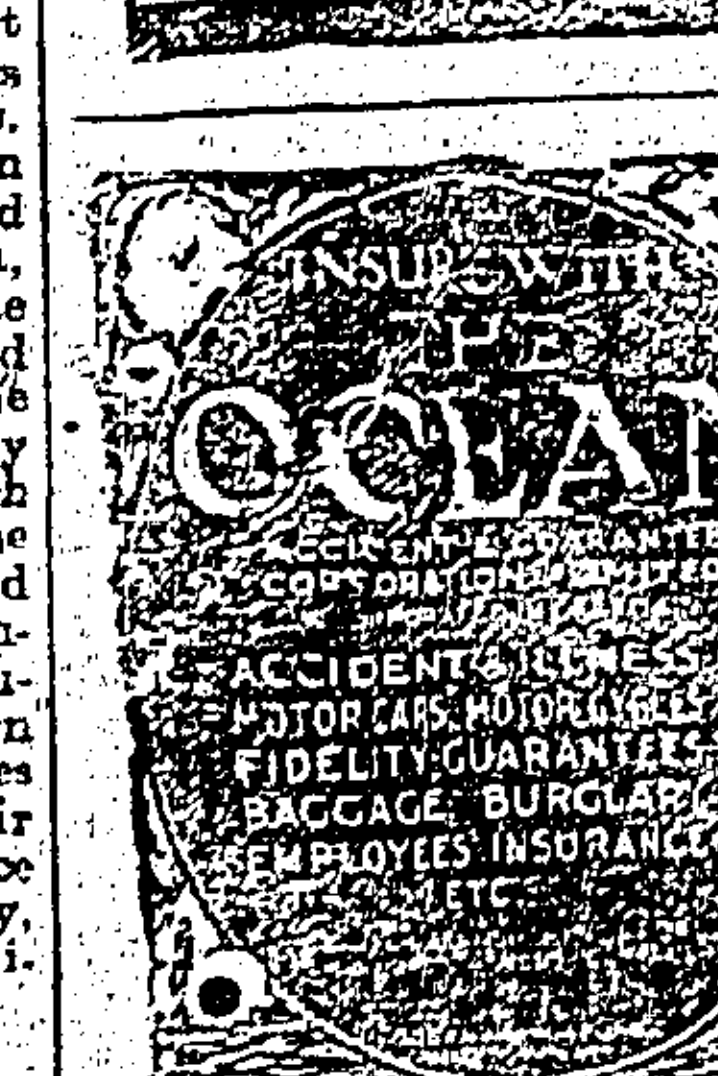
This medicine acts gently and thoroughly; is safe and suitable alike for either sex.

For women Beecham's Pills are invaluable.

Take this medicine whenever you experience any form of digestive irregularity and you will have reason to be grateful because of the benefits derived from the use of



A Welcome Visitor
at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with
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Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER			
Chosenji (Nikko) —	Kyoto —	Nagoya —	Shiokawa —
Lake Hotel	Kyoto Hotel	Nagoya Hotel	Daitoku Hotel
Kamakura —	Miyako Hotel	Nara —	Tokyo —
Kashin Hotel	Matsuyama —	Nara Hotel	Imperial Hotel
Kanazawa —	Park Hotel	Nikko —	Omori Hotel
Mikasa Hotel	Miyajima —	Kanazawa Hotel	Tokyo Station Hotel
Mampel Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Osaka —	Miyajima Hotel	Osaka —	Yokohama —
Oriental Hotel	Fujiya Hotel	Osaka Hotel	Grand Hotel
Tor Hotel	Nagasaki —	Shimonoseki —	
	Japan Hotel	Sanyo Hotel	
IN TAIWAN (FORMOSA)			
Taihoku — Taiwan Railway Hotel			
IN CHOSON			
Yuan Station Hotel	Changchun —	Yamato Hotel	Hoten (Mukden) —
Keijo (Seoul) —	Dairen —	Yamato Hotel	Yamato Hotel
Chosen Hotel	Yamato Hotel	Yamato Hotel	Eyojen (Port Arthur) —
Shingai —	Hoshigaura —	Yamato Hotel	Yamato Hotel
Shingai Station Hotel	Tamato Hotel		
IN MANCHURIA			

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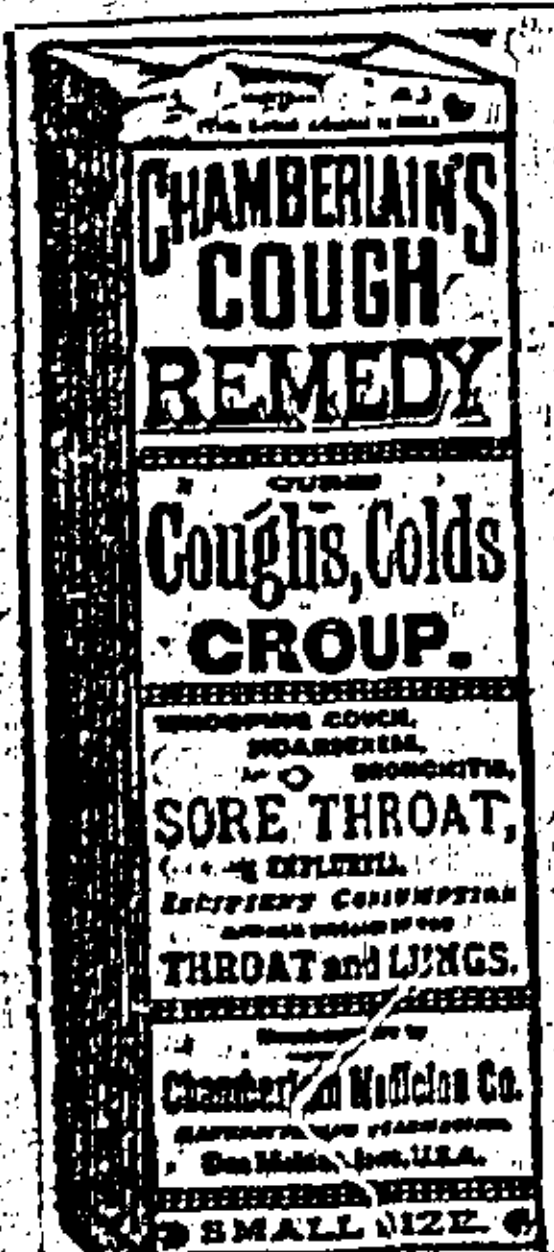
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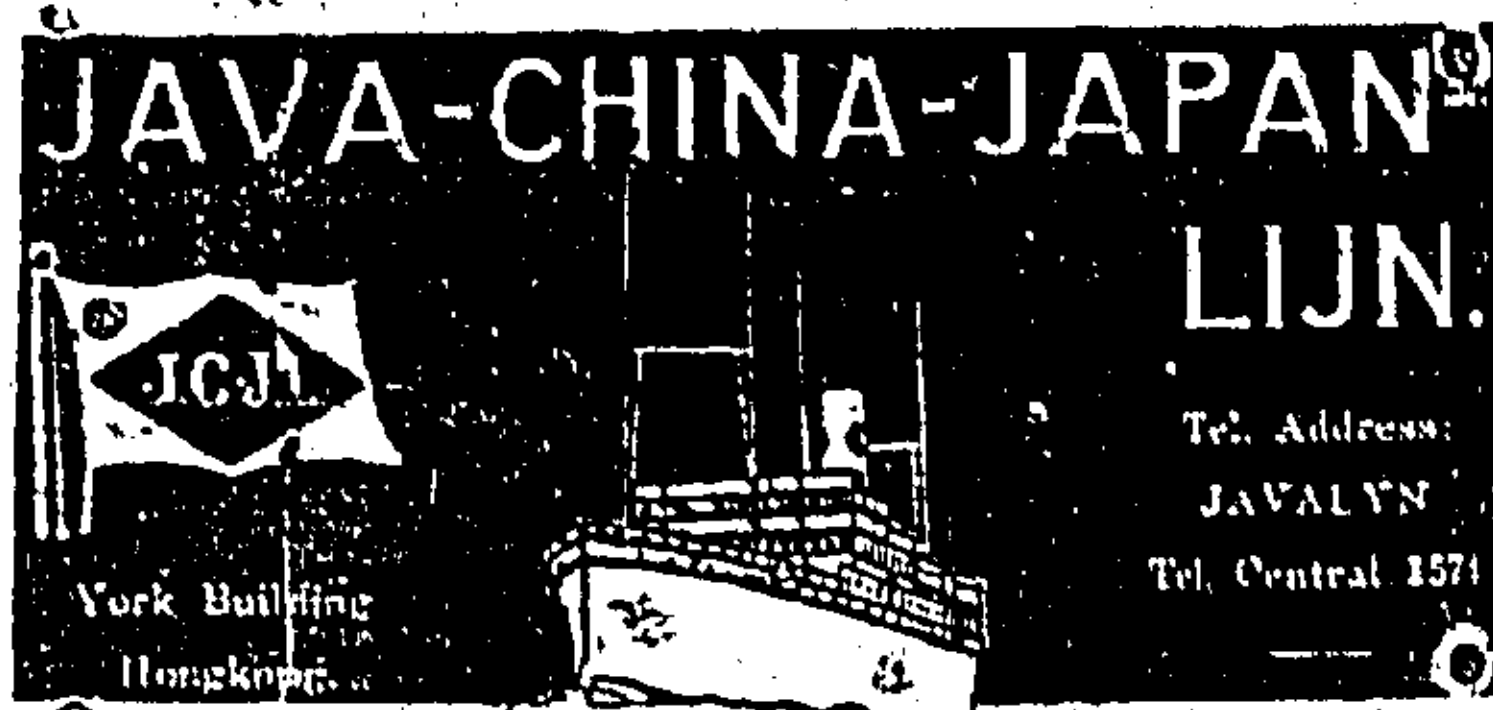
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Chamberlain's Cough Remedy

Cures Coughs, Colds, Croup, Sore Throat, Hoarseness, Bronchitis, Whooping Cough and all Throat Diseases.

Sold Everywhere.





REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	SHANGHAI-MAR	1st port	20th Jan.	JAPAN
TJISONDARI	JAVA	19th Jan.	22nd "	DALNY
TJIBODAS	SHANGHAI	22nd "	25th "	BATAVIA via MONTOK
TJIPANAS	JAVA	23rd "	26th "	SHANGHAI
TJILWONG	SHANGHAI-MAR	24th "	27th "	MAKASSAR
TJIKEMBANG	NORTH CHINA	25th "	28th "	BATAVIA

Wireless telegraphy.
The Steamers are all fitted throughout with Electric Lights and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
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(United Netherlands Navigation Company)
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Arrivals from Europe.
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S.S. "SAPAROE" ... In port ... 22nd Jan. 1924.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	6th Feb. 1924.
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	12th Feb. 1924.

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YOUR WORRIES WILL BE
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HONGKONG.

SHOPPING IN GERMANY.
REMARKABLE CONDITIONS.

Writing in the *Manchester Guardian*, an "Englishwoman living in Germany" gives an interesting account of her daily life there:

"Looters: 'Mine honest friend, will you take eggs for money?'—*Walter's Yule*.

The mark has ousted the rouble as a world joke. The general idea seems to be that when we go shopping we wheel a perambulator full of million marks in front of us, or that a rucksack offers the best receptacle for the carriage of small cash. That is fairly within the limits of truth. But the unavailability of the circulating medium is not its most annoying attribute. What we chiefly suffer from is its periodicity. Hardly have we obtained our milk, thinking in millions, when we are asked to think in milliards, with more than a hint of billions in the near future. Millions, milliards, billions, are the odds! They are all gossamer or fabrics that have no real existence.

At increasingly short intervals we go through the same range of symptoms. Fares, postage, food prices go up with a jerk, leaving us plunged in consternation. In a day or two we have pulled ourselves together. We scrape up all our available cash and buy what we can—while things are still cheap. Then we await the next buffeting jerk. The spending of money is now simply a gamble. One has one's little thrills at having made a lucky snatch at the last possible moment before the periodical boom. On the other hand, the fall into profound dejection at having let opportune chances slip through one's fingers.

BUYING A CHARCOAL IRON.

I decide to invest in a "Dalki" charcoal iron. It will work out cheaper than an electric iron. Yes, I feel sure it would pay. But it will cost a stupendous sum! I wish I had thought of it before. I hasten to town, one Saturday, because the fares are to be doubled on Monday. Of course, the shop is closed for several hours at midday. I had forgotten that. The "Person" can get it for me on Monday. He calls at the shop early on Monday. The prior frightens him. He reports that the iron costs 40 milliards. "Why, oh, why did you not buy it at once? It is sure to be more, much more, to-morrow." It is. To-morrow he is told that it costs 80 milliards. The "Person" is indignant and takes out of the shop. He should have doubled the price! The bank note has not gone up since yesterday. Robbers! He tells me his tale at dinner. Again I hurl reproaches at him. "Oh, darling, why didn't you get it?" I wail. "Of course it will be ever so much to-morrow."

Next morning I go up to town with the "Person". The air is tense. There have been Red riots in the night. It is doubly quiet at present. By way of compensating prices we enter a large ironmonger's shop near the station. The windows are covered with a stout iron grating as a protection against a possible rush of Communists attracted by aluminium saucepans in the window. The old gentleman behind the counter says: "Yes, I think I have one left. Not often asked for now. The charcoal is too dear. I have moved it to have eight large boxes of charcoal tubes at home. The iron is being runnaged out. Whilst I wait, perched on a high chair, I think, hopefully. 'Probably it is an old one left in stock. Perhaps he will let me have it for 20 milliards. I don't suppose he knows the price anyway.' My optimism quickly receives a deathblow. The old gentleman dusts the heavy iron and tells me it costs 120 milliards. Without a flicker I say: "Well, I'll think it over." In the street I say to the "Person": "There now, you see! I knew it would be like that. Now I will go to our old shop and see if I can wrangle it for 50." The "Person" says he has not so much money. We go to his office and start a round game of borrowing. A nephew lends me a dollar note, with the strict injunction not to let it go under 55 milliards. That is to-day's *Kurs*.

I have a friend at the ironmonger's to whom I was very kind during the war. What ages ago! I brought her pears and tomatoes from my garden. Once I gave her a fresh egg. She is the head shop assistant. It is quite early and she is at liberty. She says she ought not to do it, but she will change it and let me have the iron at yesterday's price. It is really 150 milliards now. Because of the pears and tomatoes I am to have it at 80. Discreetly, in a corner behind the counter, I produce the dollar bill, and mention with an air of finality that it is worth 55 milliards to-day. Bank note. She replies without a moment's hesitation that dollars are only to be accepted as representing 40 milliards to-day. I let it go at that—for heaven's sake let us get on with the business! I see the iron rapidly swelling to the size of a battleship. It is not unlike in shape. Let me get out of the shop before further adverse influences are brought to bear upon the transaction. I make up the 80 milliards and flee away with my iron. But I feel convinced that that dollar note will be changed for at least 75 milliards to-morrow.

The iron is now off my mind. I will buy some bread. Always buy bread when and where you can, for you never know! I paid 700 millions for a loaf last Saturday. To-day is Wednesday. Sure to be more. Probably a milliard. I go to one of Busch's bread shops, where the bread is always good. Crowded! How much! 75 milliards. *Da lieber Himmel!* I borrow some more money from the nephew and go back and fetch the loaf. It is raining hard now. Paper bags are provided. Running across a wide thoroughfare with a long brown loaf in your arms does not attract a glance. Very few things do.

It is midday and we return to the station. There is the sharp crack of shots being fired across wide spaces. The shooting is not in our immediate vicinity and our interest is languid. Fortunately the station is not blocked.

"GOLD" PRICES.

Articles in shops are now often ticketed with "gold prices." The shop assistant tells you that your skin of darning wool is so many "gold-pennings." What it is in marks requires fresh calculation every day. I ask for a packet of black rice. The youth at the drogher, which German for oil and colour shop, says it costs 15 pennings. I stare at him, and he

stares back, abstractedly. He makes calculations on a paper bag. They seem to worry him. He begins them all over again on the other side of the paper bag. There are several wary customers in the shop. (Shopping takes time nowadays.) At last he looks up and says: "375 millions." I recover my breath and turn out my market basket, in which million mark *scheins* are done up in bales. The youth counts them all over, with a wetted thumb. He puts the little packet of black dye into the paper bag with the calculations. Then I go to the chemist to buy some hydrochloric acid, and to my amazement I find that hydrochloric acid is cheaper than the milk price for the day! This week I had to pay a sewing woman for the repair of heavy garments. All work is paid by the hour. She sold her charges came to 25 milliards. I offered her 12 at 12 milliards the pound, and she jumped at it. I found out afterwards that that lady had gone up that afternoon from 12 to 163 milliards. But I had bought a quantity of lard at 8 milliards some time ago. That is my latest "device." When I have marks that I want to dispose of quickly, I invest them in a can of a durable nature. This is the most stable form of circulating medium. I can pay my library subscription in rice or dried plums, and my dentist's bill in condensed milk. Eggs, too, are greedily accepted. But for ordinary shopping this kind of specie has its drawbacks, even when you take the perambulator with you as your purse.

WEATHER REPORT.

January 17th at 17.55—Pressure changes are slight in all districts.

The anticyclone remains stationary over N. China.

Moderate to fresh monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, 17th January, 0.00 inch. Total since January 1st, 0.06 inches, against an average of 0.60 inches.

The forecast for the 24 hours ending at 18 hours, Jan. 18th is as follows:—
DISTRICT FORECAST

Formosa Channel	N.E. winds, fresh.
Hongkong to Gap Rock	N.E. winds, moderate; cloudy, drizzle or mist.
South coast of China between Hongkong and Lamock	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 17th.

	Previous Day at 1 p.m.	On Date at 8 a.m.	On Date at 3 p.m.
Barometer	30.01	31.03	30.01
Temperature	65	64	68
Humidity	93	94	83
Wind Direction	East	ESE	ESE
Force	4	2	0
Weather	—	—	0
Rain	—	0.02	0.00
Highest open-air temperature on 16th	69		
Lowest open-air temperature on 17th	64		

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Blood & Skin Diseases. No. 2 for Blood & Skin Diseases. No. 3 for Blood & Skin Diseases. Solely for the Chinese Market. SOLD BY LEADING CHINESE MEDICINE SHOPS, DR. L. L. L. MEDICAL CO., NANKING, CHINA, N.W.S. LONDON. TRADE MARKED WORD "THERAPION" IS OF SWITZERLAND. GOTT STAMP APPLIED TO GENUINE PACKETS.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1923. With Index. Price \$7.50.

On sale at the *Hongkong Daily Press*.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
HAIPHONG via HOIHOW	"LEESANG"	Friday, 18th Jan. 10 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday, 19th Jan. 3 p.m.
MANILA	"SUISANG"	Saturday, 19th Jan. 11 a.m.
SHANGHAI	"TINGSANG"	Sunday, 20th Jan. 7 a.m.
SHANGHAI via SHANGHAI	"KUTSANG"	Sunday, 20th Jan. 7 a.m.
DALNY & YOKOHAMA	"ESANG"	Sunday, 20th Jan. 7 a.m.
SHANGHAI via NINGPO	"KWAISANG"	Tuesday, 22nd Jan. Noon.
BANGKOK via SWATOW	"FAUANG"	Wednesday, 23rd Jan. 7 a.m.
TSINGTAU via SWATOW	"HINSANG"	Wednesday, 23rd Jan. 1 p.m.
SHANGHAI	"WAISHANG"	Friday, 25th Jan. 7 a.m.
SHANGHAI via SWATOW	"FOOKSANG"	Tuesday, 26th Jan. 3 p.m.
STRAITS & CALCUTTA	"CHUNANG"	Wednesday, 30th Jan. Noon.
BANGKOK via HOIHOW		

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Penang and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Nankin and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Monday. Sailing approximately weekly for passengers and cargo calling at Hongkong where independent offices.

SORHOO LINE—Frequently sailings to and from Sandakan by two, 6,000 ton steamers, "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

YOKOHAMA LINE—A regular service is run from March to November between Hongkong and Yokohama, calling at Welhaven and Choshi.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Friday, 18th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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OUTWARDS.

HOMWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENBEG"	—	—	In port.	—
"GLENBANDA"	—	—	30th Jan.	20th Jan.
"PEMBROKESHIRE"	—	—	14th Feb.	London, Rotterdam & Hamburg.
"RADNORSHIRE"	—	—	25th Feb.	Genoa, London, Rotterdam & Hamburg.
"GLENLUCE"	—	—	10th Mar.	—

Movements are subject to change without notice.

For freight or further particulars please apply to—

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The Glen Line, Ltd., AGENTS

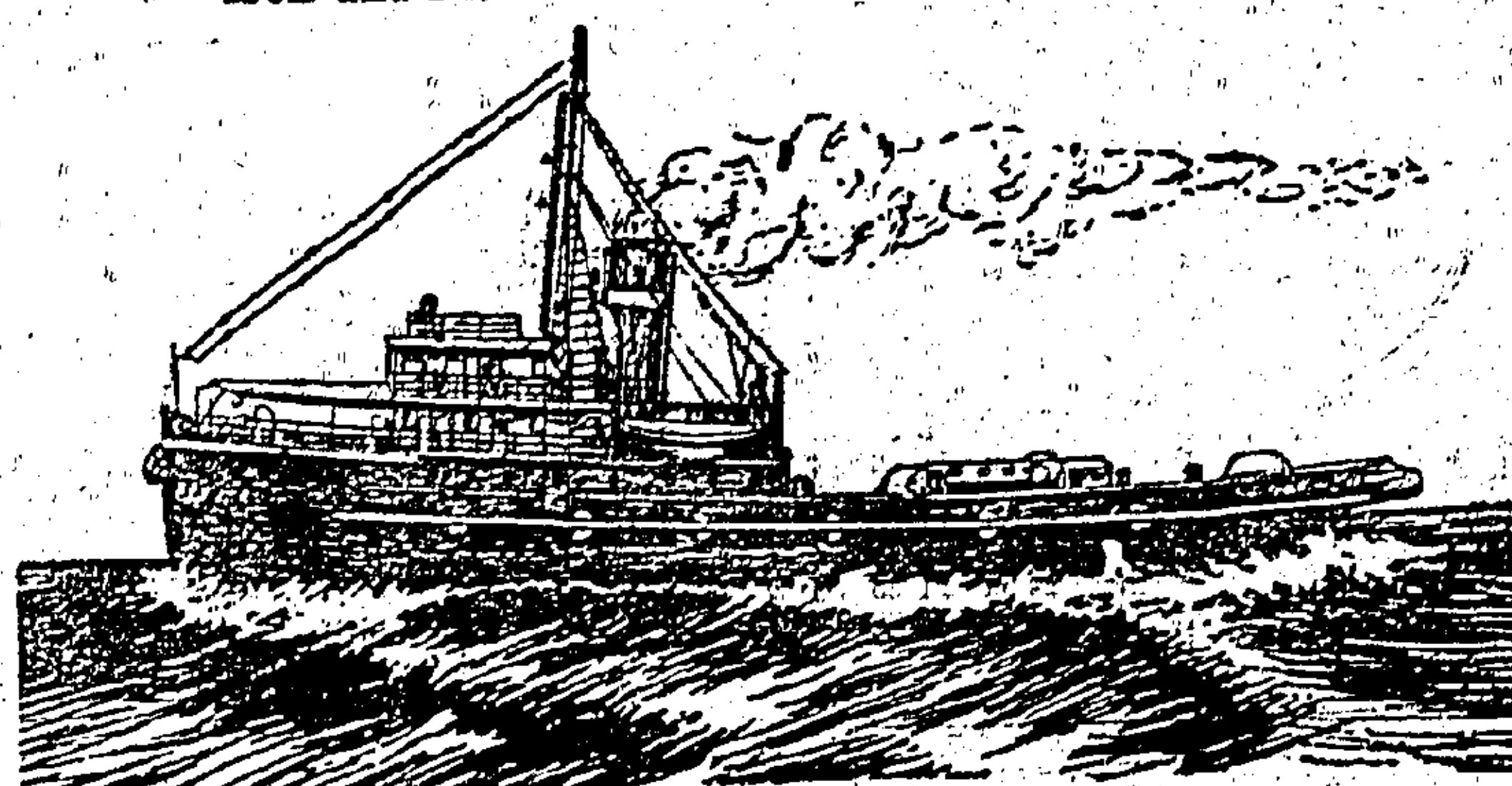
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS

January 16th.

Genby, British str., 3,845 tons, Capt. P. L. Sanders, from London and Singapore, the latter port she left on January 10th, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Zuquang, British str., 1,000 tons, Capt. W. H. Bennett, from Saigon, with a general cargo, lying at buoy No. C10.—Yuen Sang Fat.

Huapung, British str., 1,214 tons, Capt. H. P. Hooper, from Choboo, with a general cargo, lying at buoy No. C36.—B. & S.

Huapung, Chinese str., 1,000 tons, Capt. O. Sowik, from Weihaiwei, with a general cargo, lying at buoy No. C38.—Ching Kee.

Kayong, British str., 1,372 tons, Capt. R. F. Mitchell, from Singapore and Amoy, with a general cargo, lying at buoy No. B28.—B. & S.

Suisun, British str., 1,982 tons, Capt. S. O. Mitford, from Manila and Amoy, with a general cargo, lying at buoy No. B7.—J. M. & Co.

Taiyuan, Japanese str., 1,135 tons, Capt. H. Asai, from Shanghai and Swatow, with a general cargo, lying at buoy No. C17.—N.Y.K.

Tienan, British str., 1,227 tons, Capt. E. Lupton, from Amoy, with a general cargo, lying at buoy No. C19.—B. & S.

Tyongkong, Dutch str., 3,013 tons, Capt. J. P. Scholten, from Batavia, with a general cargo, lying at Admiral buoy No. 1.—J.C.J.L.

Yanow, Chilean str., 634 tons, Capt. Leung Wah, from Hoilow, with a general cargo, lying at buoy No. C11.—Yan Woo & Co.

January 17th.

Akshona, Japanese str., 1,463 tons, Capt. T. Yabu, from Kwangyen and Hoilow, with a cargo of lime stone, lying at Stonecutters.—Y.K.K.

Bertram, German str., 1,188 tons, Capt. J. Prabin, from Hamburg and Leth, the former port she left on December 21st, with a general cargo, lying at Kowloon wharf.—Badiker.

Cordillere, French str., 3,624 tons, Capt. C. H. C. Poge, from Marseilles and Saigon, the latter port she left on January 12th, with a general cargo, lying at buoy No. A20.—M.M.

Demowang, British str., 1,047 tons, Capt. Shaffer, from Pakhoi, with a general cargo, lying at buoy No. C18.—Cheong Fat & Co.

Fushiki, Japanese str., 1,003 tons, Capt. M. Hirakawa, from Keelung, with a cargo of coal, lying at buoy No. B31.—M.B.K.

Hanoi, French str., 739 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. B36.—M.M.

Ruehou, British str., 1,222 tons, Capt. J. S. de Wolf, from Saigon, with a cargo of rice, lying at buoy No. C21.—B. & S.

Huapung, British str., 1,214 tons, Capt. D. Skinner, from Bangkok and Swatow, with a general cargo, lying at buoy No. C37.—J. M. & Co.

Luchow, British str., 1,220 tons, Capt. F. M. Dillon, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Malay, Japanese str., 1,556 tons, Capt. K. Ishimaru, from Kobe and Osaka, with a general cargo, lying at Kowloon wharf.—O.S.K.

Sekino, Japanese str., 716 tons, Capt. T. Nakamura, from Keelung, with a cargo of coal, lying at buoy No. C45.—Y.K.K.

Sengo, Japanese str., 693 tons, Capt. I. Inay, from Keelung, with a cargo of coal, lying at buoy No. B33.—Suzuki & Co.

Soochow, British str., from Canton, lying at buoy No. B6.

Tjinhok, Dutch str., 2,519 tons, Capt. P. Lems, from Batavia and Balikpapan, with a cargo of sugar, lying at Quarry Bay.—J.C.J.L.

Van Overstraten, Dutch str., 2,836 tons, Capt. A. P. Pronker, from Amoy and Swatow, with a general cargo, lying at buoy No. B24.—J.C.J.L.

West Choppa, American str., 4,520 tons, H. A. Wilhelmson, from Manila, with a general cargo, lying at Stonecutters.—Struthers & Barry.

CLEARANCES

January 17th.

Chunghing, for Kwang Chow Wan.

Clara Jensen, for Haiphong.

Cordillere, for Shanghai.

Fushiki, for Canton.

Glenby, for Shanghai.

Hanyang, for Saigon.

Honam, for Kwang Chow Wan.

Hydrangia, for Swatow.

Lecang, for Hoilow.

Luchow, for Canton.

Malay, for Singapore.

Prodace, for Hoilow.

Socla Shell, for Singapore.

Tingy, for Canton.

Soochow, for Swatow.

Tailun, for Shanghai.

Tong Maru, for Hongay.

Tonglee, for Bangkok.

Tyngareus, for Manila.

Wuhu, for Shanghai.

PASSENGERS

DEPARTURES

For S.S. *President Madison*, for Victoria and Seattle via Shanghai and Japan: Mr. F. O. Cudlipp, Mrs. E. D. Metzger, Mr. and Mrs. J. Harold Dollar, Miss Ludivina Torres, Mr. and Mrs. Geo. L. Bean, Miss Dorothy Bean, Mr. Joe T. Hardeman, Mr. W. M. Xalew, Mrs. Chas. J. Martin, Mr. Harold G. Metcalf, Mr. Vance Sinclair, Mr. Ned F. Smith, Mr. A. G. Vanderpool, Mr. H. A. White, Mr. H. A. Burroughs, Mr. Hoekvion, Mr. S. Pack, Mr. A. O. Glass, Mr. and Mrs. H. M. Voenschoten, Mr. David Moffat, Mr. G. R. Price, Mrs. N. L. Smith, Miss M. Smith, Miss J. Smith, Mr. and Mrs. John Martin, Mr. and Mrs. C. E. Koehler, Mr. E. Farrante, Mr. Z. Dunn, Mr. E. G. Knackner, Mr. Vol. C. Wilson, Mr. L. Yates, Mr. J. C. Des Remedios, Mr. H. T. Apoll, Mr. H. M. Kenyon, Miss J. Pomeroy, Mr. and Mrs. Gould, Mr. D. E. Pelly, Mr. and Mrs. M. Togtmeier, Mr. G. S. Tait, Mr. Y. Ostberg, Lady Skinner Turner, Miss Skinner Turner, Miss G. Gifford, Mr. F. S. Gibbings, Mr. J. E. Karvey, Mr. and Mrs. A. S. Deberham, Mr. K. T. Nielson and a large number of Chinese saloon passengers.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Asia* arrived at Kulu on January 16th at 4.30 p.m., left on January 17th at noon, and is due at Yokohama on January 23rd at 3 a.m.

The P. & O. Co.'s s.s. *Nellie* left Singapore for this port on the 16th inst., at 1.30 a.m., and is due on the 19th inst. at about 7 a.m.

The s.s. *West Holbrook* (Pacific Mail) was due to arrive at Yokohama from San Francisco on January 12th.

The s.s. *President Lincoln* (Pacific Mail), was due to sail from Kobe for Shanghai on January 18th.

The s.s. *President Taft* (Pacific Mail), sailed from San Francisco for Hongkong via way ports, on January 12th.

The s.s. *Lake Fielding* (Pacific Mail), sailed from Penang for Singapore on January 14th.

The s.s. *Lake Fielding* (Pacific Mail), which arrived at Hongkong from Singapore on January 5th, is due to complete discharging on January 15th, and to commence loading on January 21st. She will sail from Hongkong for Shanghai on January 22nd.

The s.s. *Lake Gilpin* (Pacific Mail), arrived at Calcutta from Rangoon on January 12th.

The s.s. *Lake Gilpin* (Pacific Mail), sailed from Penang for Rangoon on January 14th.

The s.s. *Agapetes* (Blue Funnel Line), from Liverpool, left Singapore on the 16th inst. for this port and is due here on the 22nd inst.

SHIPPING ITEM

Silk forwarded from Hongkong by the C.P.R. Co.'s *Empress of Australia* on December 21st arrived in New York on January 14th, having been 24 days in transit.

VESSELS EXPECTED

André Léon (M.M.), due January 21st.

André (M.M.), due Jan. 31st.

Bakefield (Admiral Oriental), due Feb. 3rd.

Brudon (Ben Line), due January 21st.

Chihli (M.M.), due February 10th.

Cuprum (Admiral Oriental), due January 20th.

Demodocus (Blue Funnel), due February 4th.

Empress of Russia due today, 11 a.m.

Hindenburg (Hugo Stinnes), due today.

Lamuelan (Blue Funnel), due today.

Perla (M.M.), due Jan. 21st.

Phenicia (Blue Funnel Line), due Jan. 25th.

President Harrison (Dollar Line), due February 4th.

President McKinley (Admiral Oriental), due January 21st.

Prometheus (Blue Funnel Line), due Jan. 20th.

Scherr (Hugo Stinnes), due January 21st, a.m.

Shinyo Maru (T.K.K.), due January 24th.

Teiricus (Blue Funnel), due February 15th.

Titan (Blue Funnel), due today.

West Henshaw (Admiral Oriental), due February 11th.

HONGKONG TIDE TABLE

From January 18th to 24th, 1924.									
HIGH WATER					LOW WATER				
Day of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height	Day of Week	Day of Month	H'kong Standard Time	Height
Fri.	18	7 57	4.5	1 52	4.2	Sat.	19	7 11	4.7
Sat.	19	8 42	4.2	3 29	3.0	Sun.	20	9 19	4.3
Sun.	20	7 31	7.1	1 18	3.3	Mon.	21	8 53	4.4
Mon.	21	8 25	7.4	3 25	1.2	Tues.	22	10 25	4.6
Tues.	22	9 35	7.6	2 23	3.2	Wed.	23	11 05	4.7
Wed.	23	11 05	4.7	2 23	3.1	Thur.	24	11 35	4.7
Thur.	24	11 35	4.7	3 33	3.0				
		10 31	7.6	4 17	2.9				

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY" ... 8th Feb., 1924.

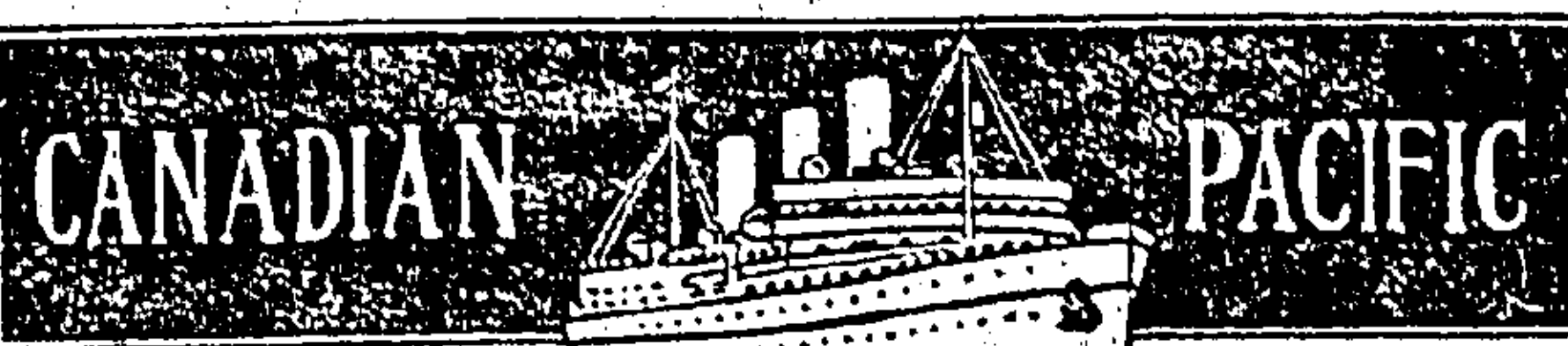
For SHANGHAI, NAGASAKI & KOBE.

S.S. "ISLA DE PANAY" ... 10th Jan., 1924.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor carried.

For Freight and/or passage apply to—

BOTELHO BROS.
Alexandra Building, Hongkong.



HOME VIA CANADA

Hongkong to England

From	Due	From	Due
Empress Russia	Feb. 7 Feb. 23	Marloch	Mar. 7 Mar. 14
Empress Australia	Feb. 22 Mar. 12	Mollie	Mar. 19 Mar. 26
Empress Asia	Mar. 13 Mar. 31	Montrose	Apr. 11 Apr. 18
Eirussia	Apr. 3 Apr. 21	Montroyal	May 2 May 9

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through-tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the *Empress of Russia*, 15th March, the *Empress of Asia* and *Empress of Australia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. Monoclass steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS LEAVE HONGKONG
KOREA MARU ... 20,000 tons, Jan. 23rd, 1924.
SHINYO MARU (calling at Manila) ... 23,000 tons, Feb. 1st, 1924.
HIBERIA MARU (calling at Dairen) ... 20,000 tons, Feb. 17th, 1924.
TAIYO MARU ... 23,000 tons, Mar. 14th (from Kobe).
TENYO MARU ... 22,000 tons, Mar. 27th.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARIKA AND IQUIQUE.
THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.
STEAMERS LEAVE HONGKONG
BAKUO MARU ... 18,500 tons, January 25th.
GINYO MARU ... 16,000 tons, March 13th.
ANYO MARU ... 17,700 tons, April 24th.
BEIYO MARU ... 14,000 tons, June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to—
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG

For CANTON
For HAIPHONG via Hoilow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office: No. 27, Bonham Strand, W.C.
Tel. Central No. 145.
S. MITARAI Agent, Top Floor, King's Building, Tel. Central No. 144.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

will be loading for VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

On 20th January, 1924.

Farther Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Annam" ...	2nd February	3rd February
S/S. "Kina" ...	5th February	6th March
S/S. "Erie" ...	15th February	
M/S. "Asia" ...	22nd February	
S/S. "Java" ...	10th March	

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.
Agents.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Friday, Feb. 1st, at 10 a.m.
S.S. "PRESIDENT TAFT" ... Wednesday, Feb. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER, PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE
LOS ANGELES		GRAND CANYON
SALT LAKE		FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.
S.S. "PRESIDENT TAFT" ... Monday, Feb. 4th, at 4 p.m.
S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

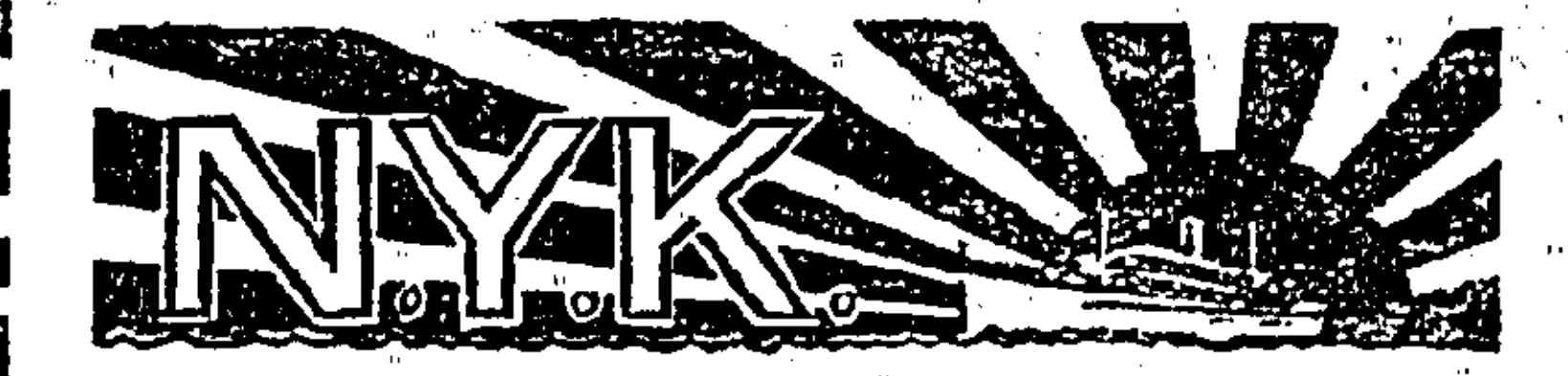
S.S. "LAKE FIELDING" ... January 22nd, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO." 3322. HOLYOAR MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America: G.2405, G.2420, G.2440.

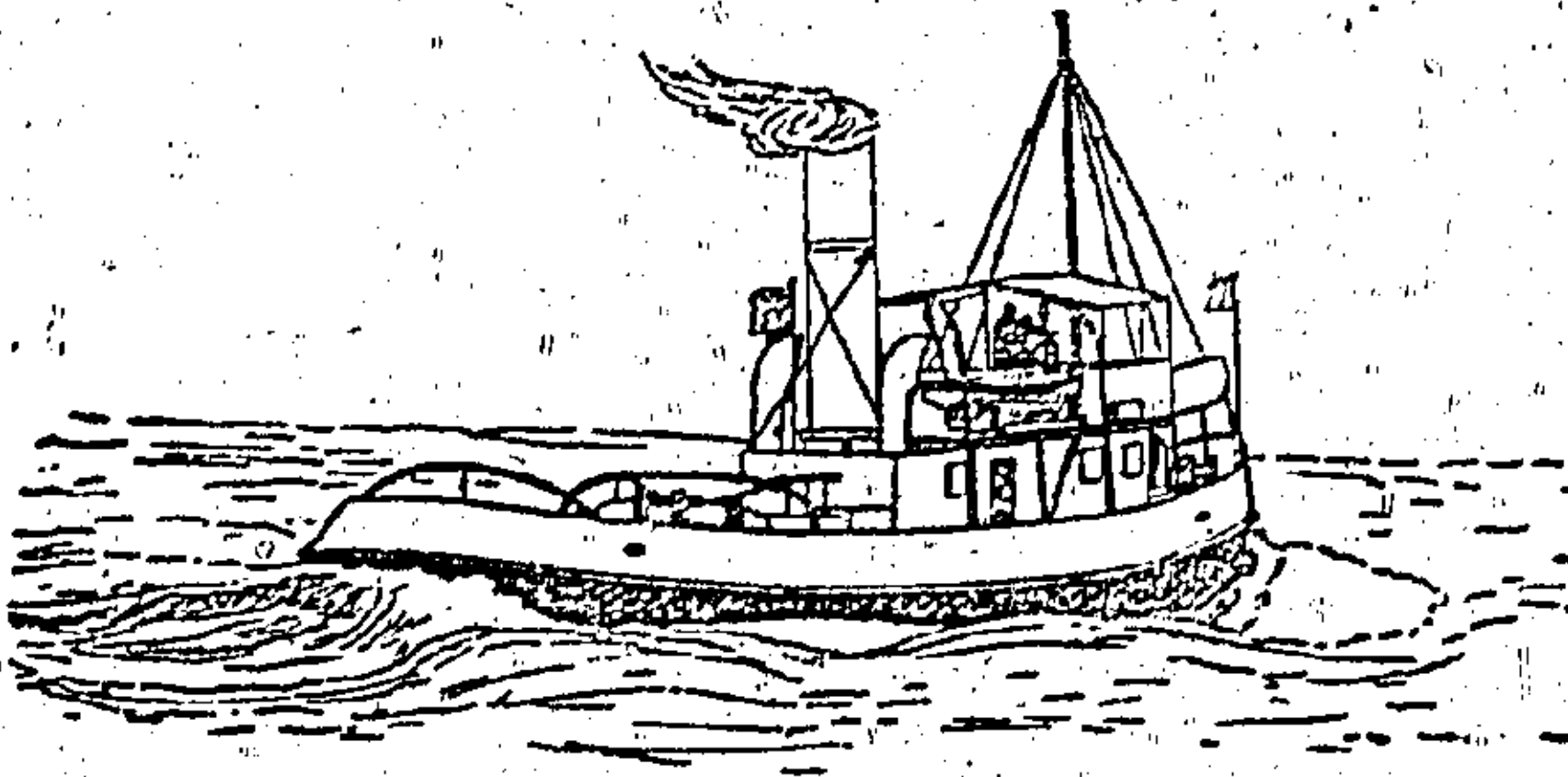
IYO MARU ... Monday, 28th Jan., at 11 a.m.
SHIDZUKA MARU ... Wednesday, 20th Feb.
MAISELLES, LONDON & ANTWERP via Singapore, etc.
SUWA MARU ... Wednesday, 30th Jan., at 11 a.m.
FUSHIMI MARU ... Wednesday, 13th Feb.
HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Middle of Feb.
LIVERPOOL via MAISELLES & VALENCIA.
DUREAN MARU ... First half of Feb.
SYDNEY & MELBOURNE via Manila, etc.
MISHIMA MARU ... Sunday, 27th Jan.
AKI MARU ... Wednesday, 13th Feb., at 11 a.m.
NEW YORK & BOSTON via PANAMA.
MATEBASHI MARU ... Tuesday, 19th Feb.
BURNOS AIBES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Second half of Feb.
BOMBAY via Singapore and Colombo.
MOI MARU ... Monday, 28th Jan.
HAKODATE MARU ... Wednesday, 6th Feb.
CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... Sunday, 27th Jan.
OSAKA MARU ... Saturday, 9th Feb.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 14th Feb.
SHANGHAI, KOBE & YOKOHAMA.
YAMAGATA MARU ... Sunday, 20th Jan.
TOKUBISHI MARU ... Saturday, 26th Jan.
HAKUYAKI MARU ... Monday, 21st Jan.
WAKASA MARU ... Wednesday, 23rd Jan.

For further information apply to—
NIPPON YUSEN KAISHA
Telephone: Central Nos. 223, 233 & 2423.
Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



OLD-FIELD TWO BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers, Founders and Constructional Engineers and Repairers.

ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CAMBRIDGE" 28th January.....Marseilles, London, Rotterdam & Harburg.

PASSENGER SERVICE.

"CITY OF YORK" 18th February Shanghai & Kobe.
 "CITY OF CANTERBURY" 21st February Marseilles, London, etc.
 "CITY OF YORK" 30th March Do.
 "CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

Single 1st Class "A" £ 98. "B" £ 84. 2nd Class "A" £ 62. "B" £ 56.
 Return "A" £ 161. "B" £ 147. "A" £ 108. "B" £ 98.
 Cargo Steamer, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND, CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LANGTON HALL" via Suez Canal 22nd Jan.
 S.S. "BYSON" via Suez Canal 5th Feb.
 S.S. "CITY OF MANILA" via Suez Canal 9th Feb.
 S.S. "IXION" via Suez Canal 21st Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to— BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	—	18th Jan.	21st Jan.
AMBOISE	—	5th Feb.	5th Feb.
CORDILLERE	14th Dec.	18th Jan.	18th Feb.
AMBOISE	23rd Dec.	31st Jan.	3rd Mar.
CH...	10th Jan.	10th Feb.	11th Mar.
PORTHOS	24th Jan.	24th Feb.	25th Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £ 98. 2nd Class £ 84. 3rd Class £ 62. 4th Class £ 56.
 Through Tickets to London and Leaving Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"loading for MANILA, MARSEILLES, HAVRE,

ANWERP & DUNKERK, short

Also through Bill of Lading to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to— MESSAGERIES MARITIMES CO., 1, QUEEN'S BUILDING.

Telephone: Central 740. CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING Capt. A. H. Stewart Friday, 16th Jan., at 1 p.m.
 HAICHONG Capt. W. C. Pasmore Tuesday, 22nd Jan., at 1 p.m.
 HAIFONG Capt. Ellis Walker Friday, 25th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Manager.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

-AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE NIPPON FIRE & MARINE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND)
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, AND SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"SICILIA"	6,513	20th Jan. Noon	Suez, Penang, Colombo & Bombay
"MACEDONIA"	11,068	26th Jan. Noon	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	9th Feb.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	16th Feb.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	23rd Feb.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	28th Feb.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	6th March	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	8th March	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	22nd March	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	29th March	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	5th April	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	12th April	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	19th April	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	26th April	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	3rd May	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	10th May	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	17th May	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	24th May	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	31st May	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	7th June	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	14th June	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	21st June	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	28th June	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	5th July	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	12th July	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	19th July	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	26th July	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	2nd Aug.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	9th Aug.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	16th Aug.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	23rd Aug.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	30th Aug.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	6th Sept.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	13th Sept.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	20th Sept.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	27th Sept.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	4th Oct.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	11th Oct.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	18th Oct.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	25th Oct.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	1st Nov.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	8th Nov.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	15th Nov.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	22nd Nov.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	29th Nov.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	6th Dec.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	13th Dec.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	20th Dec.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	27th Dec.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	3rd Jan.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	10th Jan.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	17th Jan.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	24th Jan.	Suez, Penang, Colombo & Bombay
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"PERIM"	7,648	7th Feb.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	14th Feb.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	21st Feb.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	28th Feb.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	6th Mar.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	13th Mar.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	20th Mar.	Suez, Penang, Colombo & Bombay
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"SOUDEAN"	6,896	9th May	Suez, Penang, Colombo & Bombay
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"ALIPPO"	5,473	23rd May	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	30th May	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	6th June	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	13th June	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	20th June	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	27th June	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	4th July	Suez, Penang, Colombo & Bombay
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"SOUDEAN"	6,896	19th Dec.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	26th Dec.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	2nd Jan.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	9th Jan.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	16th Jan.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	23rd Jan.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	30th Jan.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	6th Feb.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	13th Feb.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	20th Feb.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	27th Feb.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	6th Mar.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	13th Mar.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	20th Mar.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	27th Mar.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	3rd Apr.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	10th Apr.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	17th Apr.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	24th Apr.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	1st May	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	8th May	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	15th May	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	22nd May	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	29th May	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	5th June	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	12th June	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	19th June	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	26th June	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	3rd July	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	10th July	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	17th July	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	24th July	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	31st July	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	7th Aug.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	14th Aug.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	21st Aug.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	28th Aug.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	4th Sept.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	11th Sept.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	18th Sept.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	25th Sept.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	2nd Oct.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	9th Oct.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	16th Oct.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	23rd Oct.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	30th Oct.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	6th Nov.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	13th Nov.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	20th Nov.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	27th Nov.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	4th Dec.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	11th Dec.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	18th Dec.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	25th Dec.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	1st Jan.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	8th Jan.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	15th Jan.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	22nd Jan.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	29th Jan.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	5th Feb.	Suez, Penang, Colombo & Bombay
"KARMALA"	9,068	12th Feb.	Suez, Penang, Colombo & Bombay
"NALDERA"	15,993	19th Feb.	Suez, Penang, Colombo & Bombay
"SICILIA"	6,513	26th Feb.	Suez, Penang, Colombo & Bombay
"KASHGAR"	8,840	5th Mar.	Suez, Penang, Colombo & Bombay
"SOUDEAN"	6,896	12th Mar.	Suez, Penang, Colombo & Bombay
"MOREA"	10,911	19th Mar.	Suez, Penang, Colombo & Bombay
"ALIPPO"	5,473	26th Mar.	Suez, Penang, Colombo & Bombay
"PERIM"	7,648	2nd Apr.	Suez, Penang, Colombo & Bombay

BRITISH INDIA - APCAR SAILINGS

"TORILLA" 22nd Jan. Singapore, Penang & Calcutta.
 "JAPAN" 29th Jan. do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,500. 2nd Feb. Manila, Sandakan, Thursday.
 "EASTERN" 4,000. 5th Feb. Island, Townsville, Brisbane,
 "ARAFURA" 6,000. 2nd Apr. Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KARMALA"	8,098	28th Jan.	Shanghai,
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